REGISTERED No. 17—1874.

The Bombay Gazette.

No. 7,885.—NEW SERIES. BOMBAY :—THURSDAY, MAY 14, 1874.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
Quarterly	13	Quarterly	16
Monthly	5	Monthly	6

TO SUBSCRIBERS UP-COUNTRY.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 65
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5
Second do.	,, 2 8
Third do.	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

A line, but no Advertisement counted as less than eight line

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do.	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Language, double the above.

For Advertisements which are to be inserted for a considerable me special contracts may be made.

All Advertisements are charged according to the space occupied in Nonpareil, or the smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—RUPEES 2.

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship "CASHMERE," 1,082 Tons, 200 H.P., Commander F. COTTON, will be despatched on SATURDAY, the 16th May 1874, at 4 P.M.

May 1874.		May 1874.	
Leaves BOMBAY	16	Leaves Tuticorin	24
,, Ratnagherry	17	,, Colombo	25
,, Vingorla	17	,, Galle	26
,, Goa	18	,, Negapatam	29
,, Carwar	18	,, Pondicherry	30
,, Mangalore	19		June
,, Cannanore	20	,, Madras	1
,, Tellicherry	20	,, Coconada	3
,, Calicut	21	,, Vizagapatam	4
,, Beypore	21	,, Bimlipatam	4
,, Narakal	22	,, Gopalpore	5
,, Cochin	22	,, False Point	7
,, Alleppy	22	Arrives at CALCUTTA	8

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Neilgherry District, Bangalore, and Madras, who can land at Calicut or Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussrah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN, KOWEIT, and MAHOMERAH.

The s.s. PUNJAUB, 1,080 Tons, 200 H.P., Commander J. R. GAVIN, will be despatched on FRIDAY, the 22nd May, 1874, at 2 P.M.

May 1874.		June 1874.	
Leave BOMBAY	22	Leave BUSREH	10
,, Kurrachee	26	,, Mahomerah	10
,, Guadur	27	,, Fao	10
,, Muscat	29	,, Koweit	12
,, Bunder Abbas	31	,, Bushire	12
,, Linga	June 2	,, Linga	15
,, Bahrein	4	,, Bunder Abbas	16
,, Bushire	4	,, Muscat	18
,, Fao	6	,, Guadur	20
,, Mahomerah	6	,, Kurrachee	23
Arrive BUSREH	7	Arrive BOMBAY	26

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair Season despatch a Steamer to Kurrachee every FRIDAY, at 2 o'clock.

The s.s. KURRACHEE, 510 Tons, 120 H.P., Commander C. C. D. HUTCHINSON, will be despatched on FRIDAY, the 15th May 1874, at 2 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WILSON LINE.

LIVERPOOL VIA SUEZ CANAL.

To leave about 23rd May.

THE s.s. PALERMO, 1230 Tons Register, has excellent accommodation for a limited number of First-class Passengers, and carries a Surgeon and Stewardess.

FARE TO LIVERPOOL, Rs. 500.

Exclusive of Wines and Spirits, which can be had on board.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

W. NICOL & Co., Agents.

Bombay, 24th April 1874.

FOR LIVERPOOL, VIA SUEZ CANAL.

(To Leave about 23rd May.)

THE fine s. s. HUTTON, 2,340 Tons, F. W. HODGES, Commander, belonging to Messrs. Josh Heald & Co., has accommodation of a superior description in a Saloon built on deck, for first-class passengers only, and is fitted with a Ladies' Sal on, Smoking-room, Bath-rooms, Ice-house, and Punkahs. She carries a Surgeon and Stewardess.

FARE TO LIVERPOOL..... Rs. 500

Exclusive of Wines and Spirits, which can be had on Board at moderate prices.

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.

FINLAY, MUIR & Co., Agents.

Bombay, 21st April 1874.

STEAM COMMUNICATION WITH ITALY, *VIA* SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA, and BOMBAY on the 24th, and on the 1st of each month.

PASSENGERS RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	£15	£4	Including Wines.
Suez	36	22	8	
Port Said	38	24	9	
Alexandria	39	25	9 10	
Messina	50	34	14	Without food.
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles (transhipment at Genoa)	52	35	14-10	

Children under 3 years, free of charge. Children not above 10 years, half fare.

NEXT STEAMER FROM BOMBAY :—

"INDIA," to sail on MONDAY, 1st June 1874.

"PERSIA," to sail on WEDNESDAY, 1st July 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c. apply to

C. GRONDONA,

Agent Rubattino Steam Navigation Company,

No. 9 Hummum Street.

Bombay, 1st January 1874.

GOLDSMITHS' ALLIANCE, LIMITED,

(Late A. B. Savory & Sons),

MANUFACTURING SILVERSMITHS,

11 & 12, CORNHILL, LONDON, ENGLAND.

EXPORT PRICE LIST.

Silver Spoons and Forks, Fiddle Pattern,....5s. 10d. per oz.
Ditto. ditto Queen's do. ....6s. 0d. ,,

QUEEN'S PATTERN.

			s. d.	£ s. d.
12 Table Spoons	40	ozs. at	6 0	12 0 0
12 Dessert ditto	25	,, at	6 0	7 10 0
12 Table Forks	40	,, at	6 0	12 0 0
12 Dessert ditto	25	,, at	6 0	7 10 0
2 Gravy Spoons	12	,, at	6 0	3 12 0
1 Soup Ladle	11	,, at	6 0	3 6 0
4 Sauce ditto	12	,, at	6 0	3 18 0
4 Salt Spoons				2 2 0
12 Tea ditto		,, at	6 0	4 11 0
1 Pair Sugar Tongs				1 5 0
				£57 14 0

A Pamphlet illustrated with 300 Engravings, and containing the prices of Silver Plate, Plated Ware, Watches, Clocks, and Jewellery, will be forwarded gratis and post free on application.

Freight, Insurance, and Shipping Expenses are charged.

Orders addressed to the GOLDSMITHS' ALLIANCE, LIMITED, 11 and 12, Cornhill, London, and accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. EWART, LATHAM, & Co., Bombay ;
Messrs. PARRY & Co., Madras ;
Messrs. COLVIN, COWIE, & Co., Calcutta ;
Messrs. GILLANDERS, ARBUTHNOT, & Co., Calcutta.

COPPER-PLATE PRINTING, ENGRAVING, &c.

VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order, and at moderate prices.

Specimens may be seen at the "Bombay Gazette" Office

SHIPPING.

OVERLAND ROUTE.

On Monday, the 18th May, 1874, at 3 P.M., from Massagon.

THE P. & O Co.'s S. S. DELHI, (2,173 Tons, and 450 H.P.,) Captain, G. LEE, will LEAVE for SUEZ as above, carrying H. M.'s Mails, and Passengers and Cargo for that Port, Brindisi, Venice, Marseilles, Southampton, &c.

Cargo can also be booked through to Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Ancona, Havre, Liverpool, London, and New York.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Cargo for Liverpool will be forwarded either direct or by Steamer to London or Southampton, and thence by rail or steamer.

Passengers are requested to send their heavy baggage to Massagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

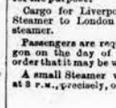
A small Steamer will leave the New Dock Head at Massagon, at 3 P.M., precisely, on the day of sailing.

F. D. PARKER,
Acting Superintendent.

Bombay, 11th May 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Monday, the 18th May 1874, at 3 P.M., from Massagon.



THE P. and O. Co.'s S. S. VENETIA, (2,726 tons and 450 H.P.,) Captain, W. C. ANSON, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Friday, the 15th May.

F. D. PARKER, Acting Superintendent.

Bombay, 4th May 1874.

EXTRA STEAMER TO LONDON.

SUEZ CANAL ROUTE.

THE P. & O. S. N. Company will DESPATCH the Steam-ship CHINA (2,010 Tons, and 420 H. P.,) as an EXTRA STEAMER to LONDON on SATURDAY, the 23rd instant.

For Freight and Passage apply to

F. D. PARKER, Acting Superintendent.

Bombay, 12th May 1874.

CONSIGNEES of CARGO per s.s. ARIEL, arrived from LIVERPOOL, are requested to SEND their FILLS of LADING and DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS from the Bunders.

W. & A. GRAHAM & Co.,
Agents s.s. Ariel.

Bombay, 12th May 1874.

SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF COTTON PACKINGS.

TO-MORROW, FRIDAY, the 15th instant, at 3 p.m., Messrs. MENESSE and Co. will sell by Public Auction, at Colaba, in the godhs of Gokoo Mulhoors,

78 Bales Hinguoghaut Cotton Pickings
31 ,, Oomrawuttee ditto
1 ,, Saw-ginned Dharwar Cotton Pickings
1 ,, Machine Ginned Broach ditto

MENESSE & Co.

Bombay, 14th May 1874.

MEHRJEE, JOHNSTON & CO.

No. 28, APOLLO STREET.

AUCTION SALE OF 20 BALES TURKEY RED TWIST.

TO-MORROW, FRIDAY, the 15th instant, at 2 p.m., Messrs. MEHRJEE, JOHNSTON and Co will sell by Public Auction, at their Sale Room, by order of Messrs. Finlay, Scott and Co., and on account and risk of the first purchasers Tribhovan Cassiram, and Vithal Jadowjee, the following 20 bales Turkey Red Twist, viz :—

In Mark Diamond—N W } 384-403-20 Bales No. 40, Ne't
B } weight Turkey Red Twist.

MEHRJEE, JOHNSTON & Co.

Bombay, 14th May 1874.

BENNETT AND COMPANY,

No. 4, FORBES STREET.

THIS DAY, THURSDAY, the 14th instant, and following days Messrs BENNETT & Co. will put up to Public Auction, a selection of Picture Gallery and Library (latter consisting of between 4 to 5,000 Vols.), &c., at West Field, Breach Candy, the property of Manecksje Cursetjee, Esq., reducing establishment on proceeding to Europe. Full particulars in catalogue, and the property is now on view.

WEEKLY SALE.

On SATURDAY, the 16th instant, Messrs. BENNETT and Co. will sell by public auction, at their Rooms :—

A large quantity of grey and coloured Shirtings, piece goods, &c.

One very powerful large size Centrifugal Pump of 8 inch diameter, can be worked by steam, and will discharge in one hour about 100,000 gallons of water.

One Large Cast-iron Pump, inside brass cylinder and brass Bracket.

One very powerful Cast-iron Pump with fly wheels.

The above pumps can be worked by steam and hand and discharge in one hour 5,000 or 1,000 gallons of water.

One Bullock Cart of Addis's Patent Wheels.

300 Chinese porcelain Fern-eries.

60 Boxes each containing 1 Dozen Bottles Claret.

150 Boxes each containing 1 Dozen Bottles best Sherry.

Few cases of Jacquesson's Champagne in Quarts and Pints.

10 Cases of Padlocks of different sizes.

5 Cases White ground Prints.

AT 1 P.M.

The property of Lestock Reid, Esq., proceeding to Europe.

(If not previously disposed of by private sale.)

1 English-built four seated open Barouche, for single or pair of Horses.

1 do. do. four seated Brougham, for single or pair of Horses.

1 double-barrelled breach-loading central fire Gun by "Dawes," with latest improvement, 12-bore, and about 80 cartridges.

1 double-barrelled muzzle loader by "Walter Boss," with wooden case and hand leather case for travelling.

A small quantity of choice Wines—Amontillado, Claret, Madeira, Marsala, and Whiskey.

The Property of a Gentleman proceeding to England.

1 Buffaloe in Milk.

AUCTION SALE OF VALUABLE PEARLS.

On SATURDAY, the 23rd instant, at 3 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, at their Rooms—

On account and risk of Mr. Mahadew Radhavullub.

A parcel containing 14 strings of pearls, 534 carats.

AUCTION SALE of Landed Property of Two-storied House, suitable for a Parsee Family, situate at Mahaluxmee, or Breach Candy Road.

On WEDNESDAY, the 20th instant, at 4 p.m., Messrs. BENNETT and Co. will sell by Public Auction, on the premises, by order of the Mortgagee, and on account and at the risk of the Mortgagors, Mr. Byramjee Shapoorjee Mahaluxmeewalla, and Mr. Dorabjee Dhunjeebhoy, Chimoorwallah.

All that piece or parcel of land or ground with the messuage, tenement or dwelling-house sheds, and open vacant ground, as per plan standing there in, situate, lying and being built on the free forms land, without the Fort of Bombay, at Breach Candy Road, in the sub-district of Bhoolesheur Ward, registered under No. 954, on the 5th November 1868, and also under No. 280, on the 19th Apr l 1869, in the name of mortgagee, and stands in the books of the Bombay Collector of Land Revenue under Nos. 61 and 62, survey Nos. 461 and 462, containing by admeasurement 1,265 8-9 square yards, be the same little more or less and bounded as follows :—On or towards the east by the Government vacant ground, on or towards the west by the public Mahaluxmee or Breach Candy Road, on or towards the north by the property of Cowasjee Manockjee Mimbuttiwalla, on or towards the south by the property of Mr. Byramjee Jeejeebhoy.

AUCTION SALE OF LANDED PROPERTIES.

On WEDNESDAY, the 27th instant, and following days, at 4 P.M., Messrs. BENNETT and Co. are instructed to submit to Public Auction, on the respective premises, by order of Syed Ahmed bin Syed Hoosein Ally Shah Cadree, the administrator of the estate and effects of Syed Hoosein bin Syed Ally Shah Cadree the following Properties :—

Lot No. 1.

All that piece or parcel of Land or ground, with the messuages, tenements or sheds, standing thereon, situate lying and being at Falkland Road, without the Fort of Bombay, in the sub-district of Bhooleswar, containing by admeasurement 3,215 square yards or thereabouts, and assessed by the Collector of Assessment under No. 3 and 145, and by the Collector of Land Revenue under No. 164 and 164, and bounded as follows, that is to say, on or towards the East by the property of Dhanjee Nundoo, on or towards the West by the property of Bhoobace, Widow, on or towards the North by the Vacant Ground of Borajee, and on or towards the South by Falkland Road.

On THURSDAY, the 28th instant, at 4 P.M.

LOT No. 2.

All that piece or parcel of land or ground, with the messuages tenements or sheds standing thereon, situate lying and being at Falkland Road, without the Fort of Bombay, in the sub-district of Bhooleswar, containing by admeasurement 857 square yards or thereabouts, and assessed by the Collector of Assessment under No. 59 and 60, and by the Collector of Land Revenue under No. 164 and 164, and bounded as follows that is to say, on or towards the East by the property of Chimunlajee Maharaz, on or towards the West by a Passage, on or towards the North by the Falkland Road, and on or towards the South by the property Lot No. 3.

On FRIDAY, the 29th instant, at 4 P.M.

All that piece or parcel of land or ground, with the messuage, tenements or sheds standing thereon, situate, lying, and being at Khetwady New Road, without the Fort of Bombay, in the sub-district of Bhooleshwar, containing by admeasurement 1,715-5-9 square yards or thereabouts, and assessed by the Collector of Assessment under No. 38, 39, 40, 41, 42, and by the Collector of Land Revenue under No. 164, and 164, and bounded as follows :—that is to say, on or towards the East by the property of Chimunlajee Maharaz, on or towards the West by the property of Bhoobace, widow, on or towards the north by the property Lot No. 2, and on or towards the south by the Khetwady New Road.

BENNETT & Co.

Bombay, 14th May 1874.

NEW ADVERTISEMENTS.

ROYAL BANK OF INDIA (IN LIQUIDATION.)—NOTICE is hereby given, that a GENERAL MEETING of SHAREHOLDERS will be held on TUESDAY, the 16th day of June next, at 3 P.M., at the Registered Office of the Bank, No. 5, Meadow Street, Bombay, for the purpose of passing the final accounts of the Liquidators, showing the manner in which the winding-up has been conducted, and the property of the Company disposed of.—Dated this 13th day of May 1874.

SADANAND BALCRISHNA,
Manager to Liquidator.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ECCLESIASTICAL SIDE.

In the goods of VINAYAKRAO MANKOBA, late of Bombay, Hindu, deceased.

VASUDEW VINAYAKRAO.....Applicant.

An application for grant of Letters of Administration of the Estate and Effects of the abovenamed VINAYAKRAO MANKOBA, deceased, has been made to this Honorable Court by the abovenamed Applicant. All persons therein concerned are hereby apprized thereof.—Dated this 13th day of May 1874.

PRESCOT AND WINTER,
Applicant's Proctors.

NEW ADVERTISEMENTS.

INDIAN TRAVELLERS' GUIDE.

PASSENGERS by Rail or Boat arriving in Bombay will find full and accurate information regarding every ROUTE to TRAVEL from this City to other parts of India and abroad, in the "INDIAN TRAVELLERS' GUIDE," published at the *Bombay Gazette* Press on the 1st of each month. This "GUIDE" is the only one published in Bombay, and containing alterations the service of Trains and Steamers on this side of India corrected up to date. The "GUIDE" has an excellent Railway Map of India, and an Introduction giving much useful information to Strangers staying a week or two in Bombay.

PRICE—EIGHT ANNAS.

ANNUAL SUBSCRIPTION ..... Rs. 5.

The GUIDE may be obtained at
The "BOMBAY GAZETTE" OFFICE,
The BOOKSELLERS,
The BOMBAY HOTELS, and
The PRINCIPAL RAILWAY STATIONS.

THEATRE ROYAL, GRANT ROAD.

GENUINE SUCCESS OF MISS CARRY GEORGE'S DRAMATIC AND BURLESQUE COMPANY.

THURSDAY AND FRIDAY, MAY 14TH AND 15TH.

TOM TAYLOR'S GREAT COMEDY, IN THREE ACTS,

THE UNEQUAL MATCH.

FIRST APPEARANCE OF MR. CHARLES HERBERTE.

THE UNEQUAL MATCH.

Hester Grazebrook	Miss Carry George.
Lady Honeywood	Miss Emma Rogers.
Lady Curlewis	Miss C. May.
Beasy	Miss Jennie Nye.
Mrs. Montressor	Miss F. Norman.
Miss Leech	Miss E. Nelson.
Sir Sowerby Honeywood	Mr. T. Andrews.
Harry Arncliffe	Mr. G. H. Leonard.
Graszbook	Mr. Chas. Herberte, (1st appearance this season.)
Captain Chillinghame	Mr. F. Richardson.
Dr. Botch-eby	Mr. R. W. Lawrence.
Blenkinsop	Mr. J. R. Taylor.
Tofts	Mr. J. Batson.

PRICES OF ADMISSION.

DRESS CIRCLE	Rs. 5	UPPER CIRCLE	Rs. 2
STALLS	,, 3	PIT	,, 1

Tickets to be had at SOUNDY & Co., where a Plan is on view.

Doors open at 8½ ; commence at 9.

HARBOUR STEAM FERRIES.

NOTICE.—The STEAM FERRY to ALIBAUGH will be CLOSED for the MONSOON from the 15th instant.

J. A. SHEPHERD.

13th May 1874.

LIVERPOOL, VIA SUEZ CANAL.

TO LEAVE ABOUT 25TH MAY.

THE new Steamer "SOUTH TYNE," 1,519 Tons, classed 100 A 1 at Lloyd's, built specially for the East India Trade, with Cabins on deck, having accommodation for Twenty Passengers.

RATES OF PASSAGE MONEY.

To Liverpool	Rs. 500
To Suez	200
To Malta	400

exclusive of Wines and Spirits, which can be had on board.

For further particulars apply to

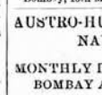
GRINDLAY, GROOM, & Co.

FINLAY, MUIR & Co., Agents.

Bombay, 13th May 1874.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.



THE First-class Steamer CALYPSO, 2,000 Tons, will be despatched for Trieste on or about the 16th June next. The Steamer has good accommodation for Cabin Passengers.

RATES OF PASSAGE,

including a free conveyance of 3 cwt. luggage and a liberal Table, (exclusive of Wines and Liquors.)

	1st Class.	Deck.
To Trieste	£40	£19-0
To Port Said	£30	£14-6
To Suez	£28	£13-7
To Aden	£16	£1-13

Children under 3 years of age, FREE ; above 3 and under 10 years, HALF FARE.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

A. C. GUMPERT, Agent.

Bombay, 28, Bombay Green, 13th May 1874.

THE Undersigned are prepared to receive TENDERS for REPAIRS to the Ship "MAHABULESHWUR" not later than noon on FRIDAY. The Survey Report may be seen on application at their Office. The Undersigned do not bind themselves to accept the lowest or any Tender.

EWART, LATHAM, & Co.

PARIS MUNICIPAL LOAN, 1871.

AT the DRAWING of the 20th April last, 1,230 NUMBERS were DRAWN for reimbursement. A list of the Numbers thus drawn may be seen at the Offices of the Comptoir d'Escompte de Paris.

Out of the Bonds issued by this Bank the following 19 have been reimbursed as follows :—

Nos. 444,381 to 444,389 at Rs. 100 each, and No. 444,390 at Rs. 400.

NOTICE TO TIMBER MERCHANTS.—WANTED, for the JAFFER ALI SPINNING and WEAVING COMPANY, Limited, Surat, about 3,000 cubic feet Moulmein, and about 2,000 cubic feet Penang TIMBER. Particulars can be had from the Company's Office in Begamwaree.

Sealed Tenders to be addressed to the Undersigned on or before the 20th May 1874.

The Company is not bound to accept the lowest or any Tender.

By Order,

GHORDHANDASS GOKULDASS, Secretary.

Surat, 11th May 1874.

THE NEW GREAT EASTERN SPINNING AND WEAVING COMPANY (LIMITED).—NOTICE is hereby given to the SHAREHOLDERS of the abovenamed Company, that CERTIFICATES for SHARES are NOW READY, and that they may be exchanged on production of the Scrips already issued to them, duly signed.

The Transfer Books of the aforesaid Company, for the transfer of Shares, will be opened on WEDNESDAY next, the 20th instant.

By Order of the Board of Directors,

MUNCHERJEE NOWROJEE BANAJEE,
Secretary.

TREACHER AND COMPANY (LIMITED).—NOTICE is hereby given, that the TENTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the Fort Premises on THURSDAY, the 21st May 1874 at 4 P.M.

1. To receive the Accounts made up to 31st March 1874 and the Directors' Report.
2. To declare a Dividend.
3. To elect Directors.
4. To elect Auditors.
5. To pass a resolution for rescinding the old Articles of Association and adopting in their stead the new ones which have been prepared.

By Order,

GEO. PUGH, Manager in India.

Bombay, 12th May 1874.

TONNAGE is required by the Superintendent of Marine for the conveyance hence to London by steamer through the Suez Canal of SIXTY-ONE 24 Pounder S. B. CAST IRON GUNS, each weighing from 48 to 50 cwt., together with 17lb stand of arms packed in one hundred and eighty-seven cases, ranging from 25 to 78 inches in length, 15 to 21 inches in breadth, and 15 to 25 inches in depth, the tonnage of the said cases amounting to 17 tons 16 cwt. and 1·5 lbs. by weight and 48 feet 1 foot and 301 inches by cubic measurement.

The guns and stores will be shipped by the Ordnance Department.

Tenders should specify the rate at which they are prepared to convey the guns and packages, the date on which the vessel will be ready to receive the guns, &c., and to leave the port ; also the number of lay days that will be allowed for shipping and discharging the same, together with amount of demurrage in the event of detention.

The stores for which tonnage is required can be viewed at the Grand Arsenal on application to the authorities there.

By order of the Superintendent of Marine,

GEO. INGLE, Secretary.

TOD & CO.,

CARRIAGE BUILDERS AND HARNESS MAKERS,

Mount Road, Madras. Established 1856.

CARRIAGES of almost every description in hand, of the newest and best styles. T. & Co.'s Carriage last from 10 to 15 years. High references can be given.

We could deliver a Shigram, a Brougham, and a Canoe-Barouche, each of the newest style, and finished in a superior manner, at Bombay, for Rs. 3,000, altogether.

TOD & Co,
Carriage Builders, &c., established 1856.

SPECIAL SHORT ADVERTISEMENTS.

FOR SALE, two 30 H.P. BOILERS, complete, with fittings. Apply to "E. F.," care of this Office.

FOR SALE, a handsome Grey Arab CHARGER, 14-2, the property of COLONEL MACLEOD. Price 500 Rupees. Apply at the Commissariat Office.

BOMBAY GLEE CLUB.—The WEEKLY MEETING will be HELD in the DURBAR ROOM THIS EVENING at 8-30. Signor INZOLI will conduct.

WANTED, for the Rains, a moderate sized FURNISHED BUNGALOW, Malabar Hill or Breach Candy preferred. Address D., Gazette Office.

JUST LANDED, EX CARADOC, Best German Silver-mounted, single, double, and four-in-hand HARNESSES. Apply to NUSSERWANJEE FRAMJEE DHONDY, No. 18 Meadow Street.

WANTED.

WANTED, a competent SURVEYOR, salary 150 per mensem, and DRAUGHTSMAN, salary 100. Application with testimonials to be forwarded to

JAMES STRACHAN, C.E.,
Secretary, Kurrachee Municipality.

Kurrachee, 7th May 1874.

NOTICES.

BOMBAY FIRE INSURANCE COMPANY (Limited).—The above Company is prepared to EFFECT INSURANCES on the most favourable terms current in Bombay, and in addition return insurers 5 per cent. of the Premiums on Yearly Policies, and 2½ per cent. of the Premiums on Policies for Shorter Periods.

FORBES & Co.,
Secretaries and Managers.

NOTICE.—To be sold by Public Auction, in H. M.'s Dockyard, on TUESDAY, the 19th instant, and the days following, a quantity of Old and Unserviceable MARINE STORES, consisting of Awnings, Old Canvas, Sails, Rope Old (Coir and Europe), Booms, Masts, Yards, Old Iron, &c., &c. Also a quantity of Tobacco and Chocolate, damaged. Terms of Sale as usual, and for further particulars apply to the Undersigned.

G. B. HEWETT,
Acting Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 9th May 1874.

A 16' 0" PIT TO SINK.

TENDERS are invited for the SINKING of a 16' 0" CIRCULAR PIT.

1st Letting say 2·0 feet deep.

Engine power, Material, and Tools supplied by the Company, who do not bind themselves to accept the lowest or any Tender. Further particulars, specification, and all other information to be obtained on application to the

AGENT & MANAGER
of the Nerbudda Coal and Iron Co.,
Mohpanie Mines, Gadurwara.

BOMBAY TRAMWAY COMPANY (Limited).—From TO-DAY CARS will RUN from the COLABA TERMINUS to PYDHOWNIE WELL TERMINUS, via CHUIKSHANK and KALBADEVIE ROAD 108 every 30 minutes from 6 to 8 A.M., and every 15 minutes from 8 A.M. to 7 P.M.

From the PYDHOWNIE WELL TERMINUS every half hour from 6-45 A.M. to 8-45, and every 15 minutes from 9 A.M. to 7-45 P.M.

FARE—THREE ANNAS.

B. WHITMAN, Superintendent.

Bombay, 9th May 1874.

NOTICE.—The following ANNUAL CONTRACTS for the year commencing on the 26th July will be sold by Public Auction in the Collector's Cacheri at Dhulia, on the 15th June 1874 :—

1. The Right of Selling Liquor in the Khandesh Collectorate and in the Dangs.
2. The Right of Selling Bhang and Ganja in the Khandesh Collectorate.
3. The Right to Collect Tolls in the Khandesh Collectorate.

The Tenders and conditions of Sale may be obtained on application to the Collector, who is prepared to consider a reasonable offer for the Farm of the Liquor Contract for the whole Collectorate.

J. MOORE,
Acting Collector, Khandesh.

30th April 1874.

BAZAAR SUPPLIES.—MR. E. MANECKJEE begs most respectfully to thank his numerous CONSTITUENTS who have hitherto patronised him by entrusting their BAZAAR SUPPLIES to him, and requests the continuance of their kind support. In addition to their daily requirements he undertakes to supply any other articles which may be required for their comfort or use

E. MANECKJEE,
Bombay, No. 24, opposite the Marine Lines Station, or Crawford Markets.

THE GREAT DECCAN DERBY SWEEP.

OPEN TO ALL INDIA.

COMMITTEE OF MANAGEMENT :

COLONEL HACKETT. | COLONEL CLAY.
CAPTAIN DOBBS. | CAPTAIN TURNER.

Tickets, Government Rs. 10 each. Five per cent. to be deducted from the gross amount for the benefit of the Hyderabad (Moulali) Race Fund.

Rs. 1,000 will be divided among the Starters. After deducting expenses the balance will be divided as follows, viz.

Winners to take two-thirds.
Second horse one-quarter.
Third horse one twelfth.

Lottery will be drawn at the Public Rooms, Secunderabad, in the presence of the Stewards on the Monday before the Race. No application for Ticke s received after twelve o'clock on that day.

Applications accompanied by Remittances to be made to the Honorary Secretary, Moul-Ali Races, Hyderabad.

Remittances to be made in Hoondies, Currency Notes, or Transfer Receipts. Address,

HON. SECRETARY,
Hyderabad Races, Public Rooms, Secunderabad.

Moul-Ali, 7th February 1874.

GREAT NORTHERN ENGLISH DERBY SWEEP, 1874.

Tickets Rs. 10 (ten) each, cash.

Five (5) per cent. will be deducted to cover all Subscriptions and Charges.

Rs. (1,000) One Thousand will be divided among Starters.

The Winner to take Two-thirds,
The Second Horse One-quarter.
The Third Horse One-twelfth.

To close and be drawn at the Murree Club, Murree, on the 27th May 1874, at 4 P.M.

First halves of Currency Notes will NOT be acknowledged.

Remittances on Rawul Pindee, Murree, Lahore, Lucknow, Madras, Allahabad, Calcutta, or Bombay, will be taken.

Application and Remittances to be made to

THE HONORARY SECRETARY,
Great Northern Derby Sweep,
PAWUL PINDEE.

After the 1st May to

THE HONORARY SECRETARY,
Great Northern Derby Sweep,
Care of SECRETARY MURREE CLUB,
Murree.

RARE AND REAL!!!

BEST MOCHA COFFEE, JUST ARRIVED.

Apply to

JAFFER SULLIMAN & Co.

FOR SALE A BARGAIN.

A Four-seated open CARRIAGE, handsome and comfortable, with a pair of well matched, fast trotting young Grey HORSES, with a set of plated mounted HARNESS, the property of a Gentleman proceeding to England. Price moderate to effect quick sale. Apply to

JAFFER SULLIMAN & Co.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

[19, MEADOW STREET AND RAMPART ROW,

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be acc

COMMERCIAL INTELLIGENCE.

WEDNESDAY EVENING, 13TH MAY, 1874.

REUTER'S message of yesterday afternoon reports the Liverpool Cotton Market as closing steady, sales for the day 15,000 bales, and with the exception of Good Fair Ginned Broach which is quoted at 6 11-16d., an advance of 1-16d. per lb., there is no alteration in spot quotations. In arrivals private advices report no change, which is confirmed by Reuter, Fair Dhollera, March-April shipment, via Canal, being quoted at 5 13-16d. and Good Fair Omrawuttee, March shipment, via Cape, at 6 7-16d. per lb. To day's market opens steady, probable sales 15,000 bales, the day's receipts at the American ports being 2,000 bales against 6,000, and the exports to Great Britain 4,000 against 12,000 on the same date last year, making the totals for the four days respectively 12,000 against 21,000 and 19,000 against 26,000 bales. In New York, Mid Uplands advanced to 18⅛ cents, and futures are ¼ cent per lb. higher.

Consols and Bar silver are unchanged at 93¼, and 58½ per ounce respectively.

In yesterday's telegram Reuter advises a large influx of gold from America into London, but the statement is so vague that we are unable to estimate its importance.

MONEY AND EXCHANGE.—The extent of business in sterling has again been very limited, very few bills have been offering, and rates show a weaker tendency. Closing quotations are—Bank bills, 6 months' sight, 1s. 11¼d.; Credits, 6 months' sight, 1s. 11 5/16d. per rupee. The directors of the Bank of Bombay reduced their rates of discount and interest 1 per cent. this afternoon. The movement was to some extent anticipated after the favourable nature of the last return, and the effect has therefore been in some measure discounted, but it will nevertheless confirm the easier feeling which has of late been manifested in the Money market and induce greater confidence in business generally. On Calcutta we do not hear of any transactions of importance, but there are no sellers, and rates are nominally higher, 60 days' sight bills being quoted at 99 and demand at par. Of Government Paper no sales are reported. Holders show great firmness, and even at an advance of ¼ per cent. on yesterday's quotations it is questionable whether sellers could be found.

In the SHARE MARKET there has not been much doing to-day, but values are well supported. We quote :—

	Rs.
New Bank of Bombay	780
Ditto 2nd Res. Issue	455
National Bank of India	128
Colaba Land Company	1,360
Frere Land and Pier Company, Limited	115
Port Canning Land Company, Limited	385
Bombay United	1,380
Dhurumsey Spinning & W. Co.	1,785
Manockjee Petit's	1,465
Oriental	4,000
Royal	2,650
Bombay Burmah Trading Company	1,470

COTTON.—The position of the market has not materially altered from yesterday, but if anything prices are in favour of sellers. Only a moderate business has again been done, the purchases reported on European account being about 1,500 candies, but with supplies the falling off as they are there is not the same room for operating as there was a short time ago.

FREIGHTS.—The demand has been less active, but owing to the scarcity of tonnage rates are well supported. Ready sailing ships continue at a premium, and even at the nominal quotations of £3-10 to £3-12-6 there is nothing offering. Steamers are firm, and £3-5 has been paid to-day.

PIECE GOODS and YARNS are quiet but steady at former rates. The enquiry from up-country has slackened, and it is reported that buyers from the Central Provinces, who have been the largest operators lately, are now transferring their orders to Calcutta.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 9th May 1874.

Open 428½ Miles.	Rs.	a.	p.
Coaching	54,654	0	0
Merchandize	1,24,291	0	0
Earth Trains	1,306	0	0
Electric Telegraph	705	0	0
Total Rs.	1,81,046	0	0
Corresponding week in May 1873. Open 389½ Miles.			
Coaching	42,601	0	0
Merchandize	1,07,615	0	0
Earth Trains	932	0	0
Electric Telegraph	729	0	0
Total Rs.	1,51,877	0	0
Increase Rs.	29,169	0	0

SHIPPING INTELLIGENCE.

THE S.S. COMMISSARIAT, 631 tons, Captain J. M. Hutton, sailed yesterday for Havre via the Canal with a cargo of 4,578 bales cotton and 1,120 cwts. linseed.

THE S.S. NAGOINA, 162 tons, Nacoda, arrived in harbour on the 11th instant from Coast and Cutch, with a cargo of 1 parcel of pearls, and one hundred and ninety deck passengers.

THE S. S. SOUTHAMPTON, 985 tons, Captain Geo. Hallett, arrived in harbour yesterday from Cardiff and Aden, via the Canal, in water ballast. The vessel is consigned to Messrs. Finlay Muir and Co.

THE S.S. HORSE GUARDS, 909 tons, Captain John Hill, sailed yesterday for Havre via the Canal with a cargo of 6,585 bales cotton, 720 cwts. linseed, and 15 cwts. coffee.

THE SHIP JEAN INGELOW, 1,075 tons, Captain J. R. Shellaber, arrived in harbour on the 12th instant from Boston (January 16th) with a cargo of 1,406 tons ice. The vessel is consigned to Messrs. Tudor & Co.

THE BURMAH, Nicholson, master, from London to Bombay, had to put back to Falmouth on the 21st April last, much strained in topsides, with chaint bolts and other fastenings started, sails and boats lost, cargo shifted and making water. She has been ordered to discharge. A preliminary survey was held on the 22nd April.

THE P. AND O. CO.'S S.S. VENETIA, 1,728 tons, Captain W. C. Angove, arrived in harbour yesterday from Aden and Suez with the English mail and the following cargo :—500 boxes specie, 11 bags gum, 25 bags coffee, 2 bundles ivory, 2 cases umbrellas, 23 packages red ochre, 9 casks chalk, 2 barrels ammonia, 50 barrels pitch, 266 packages ironware, 30 cases brandy, 400 casks cement, 46 drums oil, 36 cases confectionery, 9 casks cochineal, 11 cases boots and shoes, 10 cases yellow metal sheets, 75 cases copper sheets, 46 cases metal, 4 cases clocks, 24 cases provisions, 11 cases machinery, 46 bales twist, 5 cases silkware, 31 packages paper, 260 packages piece-goods, 3 cases toy, 5,557 bars iron, 34 cases wine, 68 cases beer, and many other packages of merchandise.

ARRIVALS.

May.	Vessel.	Commander.	From.
12	Nagotna (s)	Nacoda	Cutch, May 10.
	Jean Ingelow	Shellaber	Boston, Jan. 16.
13	Venetia (s)	Angove	Suez, May 1.
	South Tyne (s)	Hallett	Cardiff, Apl. 1.

DEPARTURES.

May.	Vessel.	Commander.	Destination.
13	Matheran	Patterson	Rangoon.
	Horse Guards (s)	Hill	Havre.
	Commissariat (s)	Hutton	Havre.

The following vessels were entered out for loading yesterday :—
Steamer Ariel, to Liverpool.
Steamer Palermo, to Liverpool.
Steamer Parsee, to Liverpool.
Steamer South Tyne, to Liverpool.
Ship Sandringham, to Liverpool.
Steamer Venetia, to China, &c.
Steamer Caradoc, to Bremerhaven.

CALCUTTA.

ARRIVALS.

May.			
8	Busheer (s)	Smith	Rangoon, May 4.
	Himalaya (s)	James	Moulmein, April 30.
	Thales (s)	Young	Hong-Kong, April 22.
	Rajmahal	Balderston	Liverpool, Jan. 19.
9	Arabian Apear (s)	Mactavish	London, March 30.

DEPARTURES.

May.		
8	Steamer Torino.	Ship Gitana. Barque Mary Ann.
9	Steamer Alfona.	Ship Pehlwan.

SUEZ CANAL SHIPPING LIST.

April. OUTWARD.	April. HOMEWARD.
21 Timsah (Tug.) Suez.	20 Boadicia, Malta.
21 Bellona, Yokohama.	20 Fenella, London.
21 Gresham, Suez.	20 Chiswick, Cronstadt.
21 Caradoc, Bombay.	21 Benledi, Port Said.
21 South Tyne, Aden.	21 Strathclyde, Liverpool.
22 Palermo, Bombay.	21 Apis, Constantinople.
22 Glenlyon, China.	22 Potomac, Liverpool.
24 Scindia, Calcutta.	22 Preuitz, New York.
24 William Cory, Suez.	22 Bellequese, London
24 Australia, Bombay.	23 Meikong, Marseilles.
24 Dido, Bombay.	

ARRIVED AT PORT SAID—BOUND OUTWARD.
Ariel. Legaspi.
Lone.

ARRIVED—BOUND HOMEWARD.
Mandaly. Crease
Castore.

ADEN.

ARRIVALS.

April.
9 Pehlwan, ss, Stepney, from Bombay.
15 Plantagenet, ship, Stapledon, from Cardiff.
22 Burmese, ss, Luck, from North Shields.
24 L fe Brigade, ss, Gray, from Cardiff.
27 Adelaide, ship, Arcus, from Liverpool.
28 Kwang Tung, B. M., Elton, from Perim.
28 South Tyne, ss, Hullett, from Cardiff.
29 Delhi, ss, Lee, from Suez.
19 Colombo, ss, Brown, from Bombay.
29 Timsah, ss, Hogg, from Kurrachee.
29 Amsterdam, ss, Kreulon, from Midlesborough.
30 Tanjore, ss Torbuck, from Southampton.
30 Palermo, ss, Mills, from London.
30 Elgin, ss, Millar, from Bombay.
May1 John Tennant, ss, De Steeger, from Bombay.
1 M dagascar, ss, Paul, from Zanzibar.
1 Sindh, ss, Rapatel, from Shanghai.
2 Australia, ss, Lunero, from Genoa.
3 Yeurac But, ss, Bolleque, from Liverpool.
4 Mirzapore, ss, Farish, from Bombay.
4 Peter Jebson, s, Wulf, from Bombay.
4 Scindia, ss, Gibb, from London.
4 Albion, ss, Jones, from Cardiff.
4 Gunga, s, Cawcutt, from Bussorah.
4 Hankow, ss, Symington, from Bombay.
5 Sluce Bloom, ship, Cochran, from Newcastle.

April. DEPARTURES.
29 Delhi, ss, Lee, to Bombay.
29 Colombo, ss, Brown, to Liverpool.
30 Tanjore, ss, Forback, to Calcutta.
30 Palermo, ss, Mills, to Bombay.
May1 Elgin, ss, Millar, to Liverpool.
1 John Tennant, ss, De Steeger, to Liverpool.
1 Timsah, ss, Hogg, to London.
1 Madagascar, ss, Paul, to Hamburg.
2 Sindh, ss, Rapatel, to Marseilles.
2 Australia, ss, Lunere, to Bombay.
3 Yeura-But, ss, Bolleque, to Manilla.
3 Burmese, ss, Luck, to Bombay.
3 Life Brigade, ss, Gray, to Pondicherry.
4 Amsterdam, ss, Kreulon, to Batavia.
4 Mirzapore, ss, Parish, to Suez.
4 Peter Jebson, ss, Wulf, to New York.
5 Gunga, ss, Cawcutt, to London.
5 Hankow, ss, Symington, to Liverpool.
6 South Tyne, ss, Hullett, to Bombay.

April. VESSELS IN HARBOUR.
9 Pehlwan, ss, Stepney, from Bombay.
15 Plantegenet, ship, Stapledon, from Cardiff.
28 Adelaide, ship, Arcus, from Liverpool.
28 Kwang Tung, B. M., Elton, from Perim.
May4 Scindia, ss, Gibb, from London.
4 Albion ss, Jones, from Cardiff.
5 Sluce Bloom, ship, Cochran, from Newcastle.

DAILY IMPORTS.—13TH MAY.

FROM LONDON.

Palermo s, 45 drums linseed oil and 10 drums turpentine, M. M. Mody and Co.; 5 casks fuse, Mahomedally Noorbhoy; 8,000tiles, Ramchunder Mahadew and Co.; 6 packages wall papers, Jeewabhoy Heptoola; 15 cases champagne and 2 cases lithographic press, William Watson and Co.; 30 packages paper and 1 case printing books, Bhicoo Sazba and Co.

Pembrokeshire, 15 cases brandy, C. Bonnevialle and Co.; 8 cases oilmanstore, Heptoolla Allybhoy.

Orches s, 2 runlets tar, Curimjee Moosajee.

Ithuriel s, 7 cases old tom, 25 cases whiskey, 25 cases orange bitters, and 10 cases brandy, Manockjee Bhicajee.

FROM TRIESTE.

Ceres s, 7 cases glassware, Khaky Pudumsey.

FROM GLASGOW.

Ithuriel s, 13,000 fire bricks and 2,000 side arch, Ibram Abdool Currim.

FROM GENOA.

Arabia s, 137 boxes brass, Nowrojee Ardaseer and Sons

DAILY EXPORTS—13TH MAY.

FOR LIVERPOOL.

Mabel, 500 bales cotton, The L A & A Co.

Macedon, 200 bales cotton, Runchordlall Girdhurlall; 300 bales cotton, David Sassoon & Co.

Sandringham, 500 bales cotton, Peel Cassels & Co; 1,078 bags linseed and 1,500 bales cotton, Knoop & Co; 2100 bales cotton, Gaddum & Co; 100 bales cotton, George Lockhart & Co.

Caradoc, s, 6 bales wool, Currimbhoy Ebram; 1 bales cotton, Henry Dods & Co.

Bride of Lorne, 782 bundles galls, S Sallay Mahomed & Co.

Midlothian, s, 1 bale cotton, Ramdass Vassonjee.

Centurian, 100 bales cotton, Greaves Cotton & Co.

Wimbledon, s, 9 cases cardamoms, Hurjeewan Mohundass; 69 bales wool, Finlay Scott & C; 100 bales cotton, Nuthoo Soondeejee.

Ithuriel, s, 200 bales cotton, Gaddum & Co; 45 bales cotton R Habibbhoy.

South Tyne, s, 500 bales cotton, Gaddum & Co; 51 bales cotton, Luckmidas Vussonjee; 157 bales cotton, Cullianjee Peetamber.

Hudan, s, 44 bales hides and skins, S W T N Meera & Co; 109 cwts coir yarn, Nanjee Khutow; 89 cwts coir yarn, Canjee Lilladhur.

Burmese, s, 100 bales cotton, Runchorddas Vurjeewandas; 101 bales wool, Nurseo Khuttow; 50 bales wool and 100 bales cotton, Dhurumsey Purshotum; 150 bales cotton, Chutoorbhooj Munjee; 160 cwts coir yarn, Soonderdass Mooljee; 500 bundles myrabollams, Ralli Brothers; 250 bales cotton, J G Bushby & Co; 200 bales cotton, Peel Cassels & Co; 115 bales cotton, Bhanjee Heerjee; 250 bales cotton, Greaves Cotton & Co; 100 bales cotton, A. Kunkler & Co; 22 bales wool, Mahomed Carjee.

Australia, s, 140 bales hemp and 90 bales cotton, Soonder das Mooljee; 150 bales cotton, Chutoorbhooj Munjee; 200 bales cotton, Ralli Brothers; 700 bales cotton, Grendon Tippet & Co; 100 bales waste cotton, V Atmaram; 78 cwts coir yarn, Raysy Amorchund; 50 bales wool, Ramjee Roychund; 100 bales cotton, David Sassoon & Co.

Parsee, s, 100 bales hemp, Jaitha Gangjee; 120 cwts coir yarn, Damjee Oka; 1,600 bundles linseed, Nurseo Kessowjee & Co; 1,000 bales cotton, Finlay Muir & Co; 450 bags wheat, RalliBrothers; 52 bales cotton, Eduljee & Bomanjee; 500 bales cotton, Killick Nixon & Co; 12 bales wool, Nanseo Megjee; 300 bales cotton, Gaddum & Co; 250 bales cotton, David Sassoon & Co.

Pallermo (s), 2,000 bales cotton and 450 bags wheat, Rall Brothers; 418 bags wheat, Knoop & Co; 148 bales wool, Volkart Brothers; 120 bales cotton, Gaddum & Co; 250 bales cotton, David Sassoon & Co.

FOR TRIESTE.

Dido (s), 300 bales cotton, Ritchie Steuart & Co; 50 bales cotton, Kullianjee Nanchund; 100 bales cotton, A. Kunkler & Co; 100 bales cotton, Nasservanjee Manockjee & Co.

FOR VENICE.

Dido (s), 50 bales cotton, W. Nicol Co.

FOR HAVRE.

Calixon, 350 bales cotton, H. Clason and Co.

Golden Russet, 100 bales cotton, A. Kunkler and Co.

FOR SUEZ.

Delhi (s) 2 cases indigo, A. R Bin Sedick; 200 bags paper, H. A. Noormahomed.

FOR HONGKONG.

Venetia (s), 15 barrels flour, P. and O. Co.; 21 bales twist, Ebram Noordin & Co; 8 bags bedlum, Luckmidas Vundrawun & Co; 182 bales cotton, Nurseo Kessowjee & Co; 260 bales cotton, Ewart Latham & Co; 3 cases fishmaws and sharkfins, Dawood Mahomed; 41 bags raisin, Mooljee Jeewajee; 53 packages bedlum, R. Alirusa; 45 cases olibanum, Allana Munjee.

FOR SHANGHAI.

Venetia (s), 300 chests opium, David Sassoon & Co; 102 chests opium, Guneshdass Crushnajee.

BOMBAY GOVERNMENT TELEGRAPH.

OFFICE—13th MAY, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 13th May, 1-50 P.M., Greenwich time. Time in transit, 32 minutes.

Via Turkey, 12th May, 5 P.M., Greenwich time. Time in transit, 13 hours 45 minutes.

Via Suez, 13th May, 12-30 P.M., Greenwich time. Time in transit, 1 hour 8 minutes.

Latest dates from Continent of Europe.

Via Russia, 13th May, 11-49 A.M., Greenwich time. Time in transit, 2 hours.

Via Turkey, 13th May, 7-5 A.M.—Greenwich time. Time in transit, 5 hours 29 minutes.

Via Suez, 13th May, 10-45 A.M., Greenwich time. Time in transit, 1 hour 49 minutes.

Latest date from China.

Via Singapore, 13th May, 3 P.M. Time in transit, 1 hour 45 minutes.

Latest date from Australia.

Via Singapore, 13th May, 7-40 P.M. Time in transit, 3 hours 13 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 12th May to 8 P.M. of the 13th May is as follows :—

	Max.		Min.	
From Calcutta	2	44	0	5
„ Galle	9	15	9	9
„ Kurrachee	4	46	0	8
„ Madras	0	43	0	10

MILITARY INTELLIGENCE.

CAPTAIN (LOCAL MAJOR) C. Grant, Cadre 2nd Light Cavalry, 1st Assistant Resident, Persian Gulf, has been allowed furlough to Europe for twenty months.

MAJOR G. C. GRANT, Staff Corps, District Judge, Hydrabad, has been allowed furlough to Europe for one year.

SURGEON J. B. LYON, Indian Medical Department, Chemical Analyser to Government, has been allowed furlough to Europe for one year.

MAJOR C. F. BOULTON, Staff Corps, has been allowed furlough to Europe for eighteen months on medical certificate.

SURGEON J. F. KEITH, M.B., Civil Surgeon, Shikarpoor, has been allowed furlough to Europe, for two years, on medical certificate.

THE services of Surgeon R. Caldecott have been placed temporarily at the disposed of the Government of India for employment as Civil Surgeon at Oodeypore.

ARRIVALS—May 13.

Clarke, Major, Madras Staff Corps, from furlough, from England.
Bartholomew, Major, Staff Corps, from leave, from England.

DEPARTURE—May 13.

Hatch, Colonel, Royal Artillery, on duty, to Poona.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes*; specially-written Money and Commercial Market and Freight Reports; Leading Articles on the principal topics of discussion in India; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

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CONTENTS :—

Introduction.
Proceedings in the High Court on the Trial of the Rioters.
The Bombay Government's Despatch to the Secretary of State.
Mr. Souter's Report, and the Supplementary Letter about the Khetwaddy Riot.
Opinions of the Press.
The Parsee Memorial.

Published at the *Bombay Gazette* Office.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

FORSYTH—May 8th, at Dum-Dum, the wife of T. H. Forsyth, Esq., 62nd Regiment, of a daughter.
HARRIS—May 7th, at Gya, the wife of G. L. Harris, of a daughter.
LOW—May 8th, at Pachmarhi, the Lady Ida Low, of a daughter

MARRIAGE.

STEVENS—VIVIAN—May 9th, at Berhampore, Bengal, by the Bishop of Calcutta, assisted by the Rev. J. Kilbee Stuart, G Buckley Stevens, Captain (Bengal Staff Corps), 13th Regiment, N I., to Ada, eldest daughter of Geo. W. Vivian, Esq., C.E.

DEATH.

CAMMERER—May 8th, at Tranquebar, Mrs. Cammerer, the relict of the late Reverend Dr. Cammerer, aged 87.

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

THURSDAY, MAY 14, 1874.

WHEN the English mail steamer left Suez on the 1st instant the Egyptian Government had already taken upon itself the management of the Suez Canal. The Khedive had stationed gunboats at Suez and Port Said, and battalions of troops lined the banks near the entrances to the Canal with orders to fire upon any persons attempting to carry out M. de Lesseps' threat that he would block up the new water-way he opened five years ago to the commerce of the world. These warlike preparations were, however, unnecessary, for three days before the date fixed for the introduction of the new tariff, which he had stoutly refused to accept, M. de Lesseps yielded to *force majeure* and abandoned the great undertaking with which his name will be for ever associated to the Egyptian Government and the leading Powers of Europe. Upon this the Khedive, who is after all, it must be remembered, the principal shareholder in the Canal Company, having contributed fully two-thirds of the whole capital, hastened to give effect to the wishes of his Suzerain at Constantinople and to the decision of the International Tonnage Commission by "taking possession of the whole "of the Canal, lighthouses, telegraphs, har-"bours, &c., and seeing that the new tariff was "at once established for ships in transit." We own to having a doubt if M. de Lesseps ever intended to fulfil his threat that he would "remove the pilots, extinguish the lights, stop "the telegraph, and suspend all the personal "service of the Canal." On a calm review of the situation, after the International Commission had refused to sanction the Canal Company's scale of charges, M. de Lesseps must have come to the conclusion that he had nothing to expect from the sense of justice of the Powers whose subjects freely use the Canal, and that his only chance of reimbursing to the unfortunate Frenchmen who had put faith in him the money invested by them in the Canal was to startle an ungrateful world into remembering what it owed to his genius by the dramatic stroke of threatening to close the Canal. All the Powers had shown that they were either hostile or indifferent to the interests of the Company. England had sent to the International Commission representatives who gave frank expression to the brutal mercantile selfishness of a nation, which, having been the chief gainer by the opening of the Canal, was disposed to chuckle over the disappointment of the foreign shareholders who had put their money in the enterprise, and had found that the tolls on ships passing through the Canal were not high enough to pay a dividend. Russia and other States were content to look on; and poor France, maimed and prostrate, could do nothing, though her will was good, to help M. de Lesseps, who would not have wanted a friend able to uphold his rights had the French Empire still been in existence. Virtually failed there can be no doubt that it was England which beat down the Company's tariff to a standard that deprived the French shareholders of all hope of ever making the Canal a profitable undertaking; and M. de Lesseps, having no other resource, has now tried to shame our Government into doing what is right by exposing in a way which nobody can misunderstand, and which history must take note of the scandalous, nature of the pressure put upon him. It will be a lasting disgrace to the English Government and the mercantile community if the constructor of the Suez Canal and his fellow shareholders are not now fully compensated for the loss of their property. An offering of gratitude in the form of an international memorial ought to be made to M. de Lesseps by the nations which have forcibly taken his property away from him; and to such a memorial the Indian Government might well be a subscriber, for the Government which threw away a couple of millions in the purchase of the Elphinstone estate ought to be able to bestow a million at least on the man who reduced by 6,000 miles the length of the voyage between England and India.

HAVING in previous articles discussed various matters connected with the reform of the turf in India, we now come to the concluding part of our subject, viz. the discussion as to whether the present arrangements for the time and place of our various meetings are judicious; and if not where they fail and what should be done to remedy the existing state of affairs. We confess it is a difficult matter to deal with, from the numerous and conflicting interests that are at stake, and that it is not likely to be solved satisfactorily unless the officials at the various meetings will enter into communication with one another, and all parties are willing to cede a little. We shall, however, endeavour to dwell on some of the considerations bearing on the subject, and trust that the remarks we may make on it will lead to still further discussion of a question which is undoubtedly of considerable importance to all owners. Through the series of articles we have written, our remarks have had almost exclusive reference to Western India, but, in considering the arrangements for the time and place of the various meetings, we shall include Bangalore, and for the following reasons: it is a highly popular meeting, is closely connected with Western India by rail, has an excellent climate which renders it an agreeable hot-weather residence to outsiders, is rich in funds, and undoubtedly possesses such attractions to owners on this side of India that it would be useless to leave it out of the question. Now, leaving out Sind, what meetings have we to take into account? The principal ones are as follows:—Bangalore, Nuggur, Poona, Mhow, Rajkote, and Bombay; and the question is—Should we retain all these meetings? If not, which should be cut out of the list, and when and where should the remainder take place? Bangalore, Poona, and Bombay being all large stations and on the line of rail, there can be no necessity for any discussion on their account, and this leaves us with Nuggur, Mhow, and Rajcote. The first of these was once a good meeting, and most conveniently situated for many owners, but since the departure of the 3rd Hussars all the life seems to have died out of it; and, judging from the fiasco of last year, it would appear doubtful whether Nuggur will be able again to produce a really good meeting. It has done right good service in its day, but must now succumb to inevitable circumstances. We would therefore recommend that this meeting should be struck out of the list, and if there is any sporting remnant left at the station they must satisfy themselves with their chances at Poona, Bangalore, Mhow, and Bombay. We do not see how we could dispense with either of the other two meetings: the Mhow meeting would be required for the station itself, where there is a "sporting regiment of Hussars," and for Neemuch; it would also be by no means out of the way for Poona, Seroor, Nuggur, Malligaum, and Bombay, whilst a meeting in some central spot is certainly required for Guzerat and Kattywar. We suppose it will be considered presumptuous on our part to shift the locality of the Rajcote meeting, but, if the difficulties in the way of such an arrangement could be overcome, it would be a great advantage to have the Rajcote races at Ahmedabad, which is on the line of rail, and the rich purses advertised would then, we think, be more likely to prove attractive. If Ahmedabad or Baroda could be fixed on as the new locality, either would be convenient for Deesa, Rajcote, Surat, Bombay and Poona. Having now indicated the localities which we think would be convenient with reference to outside stables, which are always of so much importance, we have a few words to say on the question of time. A great number of owners will be found, if the list is referred to, to belong to the military service; and it is therefore a matter of unquestionable importance to them, in weighing the *pros* and *cons* of attending a meeting, to feel pretty sure that there will be no hitch about leave, and, as leave is generally obtainable without much difficulty out of the dull season, the above consideration should be an important guide in coming to a decision on the subject. Our recommendations are as follows: slightly to antedate Bangalore and have it, say from the 1st to the 15th July, Poona from the 15th to 31st August, Mhow from the 1st to 10th October, Ahmedabad or Baroda, whichever may be selected, from the 20th to the 30th December, and Bombay as at present. If an arrangement of this sort is carried out, there will be nothing to prevent a military man, who is an owner, from attending Poona, Mhow, and Bangalore with his sixty days' privilege leave, provided he is at or near any of these stations. The Guzerat meeting being held about Christmas time, there will be no difficulty in men from Poona, Bombay, Nuggur, Deesa, and Rajcote getting ten days' leave to attend it; and Bombay being so well connected with other places by rail could also be managed by those conveniently situated with short leave. As to owners who are not in the Government service, their time being pretty much at their own disposal, we have no reason to suppose that the arrangements recommended should in any way interfere with their convenience. If any one will take a map and look at the locality of our various stations they will see that the proposed distribution will in a geographical point of view be as convenient as the present unfinished system of railways will permit. Nusseerabad being quite out of the way would of course have to depend on arrangements made locally, and with the number of sporting petty princes in the neighbourhood, provided horses were forthcoming in sufficient numbers, owners would no doubt be able to get up a good meeting; besides this, by striking the line of rail at Agra they could join the meetings in the North-West. Belgaum and other stations in the Southern Mahratta Country would likewise have to depend on local arrangements, and owners by striking the Madras Railway at Bellary could if they wished it get the benefit of some of the meetings in the benighted Presidency.

The task which we set ourselves has now been completed. We said when we commenced the subject that we should have to find fault with the whole system of the present arrangements, and we doubt not that in having done so we have drawn on our heads the indignation of some who differ from us. We can at all events claim the merit of having given good reasons for our dissent from the system we have been criticising, and we have, moreover, whilst endeavouring to destroy, supplied the materials for reconstruction on a more permanent basis. We doubt not that many owners will differ from us in our opinions, but we claim at any rate this much consideration, that those who do so will before condemning our proposals give the subject the thoughtful consideration it deserves, and not reject them merely because they happen not to be orthodox. The alterations we have put forth for discussion by raising men put in a summary form, amount to this. Reduce the expenses of owners; increase the number of your handicaps; raise your weights; introduce steeple-chases and cross-country races; study variety; give owners the Englishman's privilege of appeal; and see what can be done towards rendering the time and place of your meetings as convenient as possible. Our suggestions may be good or the reverse: such as they are we have given them to the public. Let those who disapprove of them put forward a better scheme, for the existing one has surely

NOTES OF THE DAY.

A PASSENGER who arrived in Bombay yesterday by the Venetia speaks highly of the accommodation of that vessel, especially of the arrangement of the cabins and saloons, which are fitted up at a comfortable distance from the engine room. The first half of the voyage from Aden was performed on a sea as smooth as glass, but during the second half, and until arrival at Bombay, the sea was rough. The heat during the whole voyage was very oppressive. Although the Venetia got off pretty easily between Aden and Bombay she was less fortunate in European waters. She left London on the 5th April, arrived at Southampton on the 6th, experiencing fair weather, and left Southampton with mails and cargo on the 9th. On the noon of the 11th she encountered a tremendous gale in the Bay of Biscay, whereby the sails were violently rent in pieces, and a mail boat was lost in the sea. The waves broke not only over the deck, but filled the cabins knee-deep, a state of matters which caused considerable confusion on board. Captain Angove and his officers are said to have been very vigilant and to have done everything in their power to protect the vessel from meeting with any further disaster. The Venetia arrived at Gibraltar on the 15th at 5-30, and left on the same day. She arrived at Malta on the 19th and left on the same day for Alexandria, where she arrived on the 22nd.

THEY make a sad mess of things at the India Office. As an example of the way in which business is transacted there we need only point to the promotions in the *London Gazette*. Let us take a case. Lieutenant-General Hicks, C.B., Indian Army, died on October 24 last. His death promoted Major-General Cherry, Madras Cavalry; Colonel Ingall, 62nd Regiment, and others. On November 16 General Tomkyns, Bengal Infantry, died, and Lieutenant-General Story, Major-General Sir J. D. Macpherson, K. C. B., and Colonel Walker, Military Attaché at Berlin, became entitled to their promotion. The Horse Guards gave the Imperial officers their steps months ago, but after a long wait Major-General Cherry was promoted, vice General Tomkyns, whilst Sir James Macpherson still continues in the rank of Major-General, although it is five months since he became entitled to the higher grade. The truth is, as an official of the India Office assured us the other day, promotion in the Indian Army is in such a hopeless state of confusion that matters are left, in a large measure, to chance. The amalgamation has so put the India Office clerks about, and has occasioned so many doubts as to who is qualified to succeed and who is not, that they quietly pay no attention to the matter, hoping that somebody at the Horse Guards will put them right. But surely this is a most unsatisfactory state of affairs. We know how difficult it is to follow the promotions now; in fact, we question much if there are half-a-dozen men who can do so. Still it is not too much to expect that the clerks in the military departments of the War and India Offices should make themselves acquainted with the working of the Warrant. It is simply distressing to find promotions gazetted in the hap-hazard way they have been lately. These remarks from the *Army and Navy Gazette* ought surely to hit home.

WE remarked the other day that the Gackwar of Baroda's marriage to Luxmeebaee, already the wife of another man, was an act which, besides being discreditable to Mulharao, involved important political consequences, and we wondered whether the Government of Bombay or the Political Resident at Baroda would in any way acknowledge this last specimen of the Gackwar's unfitness to rule. A rumour which we instinctively believe to be true reaches us from Nowsaree to the effect that the Political Resident has indicated his displeasure in a manner which has fluttered the Gackwar's Court. According to custom an invitation to the immoral marriage was to have been sent by the Gackwar to the Political Resident at Baroda, and a procession consisting of elephants, camels, and gaily-caparisoned horses, was actually about to start for Colonel Phayre's residence with the Gackwar's invitation, when suddenly the Assistant Resident appeared on the scene and told the kharbarees, the primers and loaders of the Gackwar, that the invitation must not be sent, whereupon the pompous procession was stopped. This matter is said to have created a great sensation among the kharbarees, and the Gackwar is pleased to consider that he has been treated in a manner derogatory to his dignity. The semi-barbarous Maharajah has evidently yet to learn that English gentlemen, whether acting on their own behalf or on behalf of Government

LATEST INTELLIGENCE.

[REUTER'S TELEGRAMS.]

PARLIAMENTARY.

LONDON, 13TH MAY.

In the House of Lords last night Lord Carnarvon announced that Government have decided that it is impossible to abandon our settlement on the Gold Coast, and consequently intend consolidating it and the settlement of Lagos under one administration.

The ship Childwall Abbey, from Calcutta to London, foundered at sea on the 23rd of February; the crew have landed at Saint Helena.

The Versailles Assembly met yesterday; the proceedings were merely of a formal character.

THE GOLD COAST ADMINISTRATION.

LONDON, 13TH MAY.

Lord Carnarvon when expounding our future administration on the Gold Coast last night in the House of Lords said that it was intended to employ native troops there only, chiefly Houssas, commanded by English officers. The importation of arms, he said, will be prohibited. His Lordship also stated that no territorial extension was contemplated by the Government.

Earls Grey and Kimberley expressed their approval of the scheme.

THE BOMBAY RIOTS.

In the Commons Lord George Hamilton, the Under-Secretary of State for India, replying to Mr. J. Dunbar, said that when the correspondence relative to the late Bombay riot was completed it would be submitted to Parliament.

Sir George Campbell arrived in London on Monday, and had an interview with the Marquis of Salisbury yesterday.

LONDON, 12TH MAY, AFT.

The Liverpool Cotton Market closed steady. Surats quiet.

The London Cotton Market has been quiet.

Fair Dhollera 5⅞d.

The Manchester Market has been quiet but unchanged.

7 lbs. Shirtings	7s. 6d.
8¼ lbs. do	9s. 4½d.
40s Mule Twist	1s. 0¾d.
3 per cent. Consols, for account	93¼
5 per cent. French Rente, 1872	94½
Bar Silver	58⅞

* Arrivals—Trafalgar and Strathclyde.

THE FAMINE IN BENGAL.

[REUTER'S TELEGRAM.]

CALCUTTA, 13TH MAY.

The latest crop reports state that more rain is wanted everywhere. In Beerbhoom a sensible change for the worse is apparent in consequence of the renewed heat and drought. In Jessore the indigo and rice sowing has been stopped for want of rain. The outturn of boro rice is good. In Dinagepore the cutting of boro is yielding a good outturn. The late rain has greatly benefitted the early rice, of which an unusually large area has been sown. In Chumparun the indigo prospects are very unfavorable.

The following is the latest famine intelligence:—The rainfall has proved greatly beneficial to the Rajshaye division and part of Bhagulpore. In the remainder of Bhagulpore and Patna the fall has been insufficient to allay the native anxieties respecting the next crop. The deficiency of food and dependence upon Government is general in North Behar: 1,342,000 people are employed upon the relief works; 200,000 are being charitably relieved; 450,000 are being supported by advances or the sales of grain. Piece-work is being gradually enforced with all able-bodied persons throughout the relief works. About two million souls were being assisted one way and another by Government during the first week of May. The condition of the people is better now than in February by reason of Government relief: still severe distress occasionally breaks out, requiring constant vigilance. About 600 tons of Government grain has been sold in the worst tracts, which trade does not reach. Advances of grain to cultivators for subsistence during the rainy season are everywhere progressing. Seed for next crop exists in most places. 3,00,000 tons of grain have been carried northward from the Ganges bank and 50,000 tons still remain to be carried. The village inspection relief is now completely organized in the worst tracts and is being extended where required.

HER MAJESTY has been pleased to approve of Mr. H. M. Flugge as Consul at Bombay for the King of the Belgians.

THE Directors of the New Bank of Bombay yesterday reduced the Bank's rates of discount and interest one per cent.

ALL the available officers in the Opium Department are, it is stated, to be employed in famine-relief work so soon as the season for receiving opium is finished.

THE following telegram has been placed at our disposal:—"The steamer Hankow arrived at Suez at 11 P.M. on the 10th instant, and entered the Canal at 10 A.M. the following morning."

WE hear that the Standard Life Assurance Company's new business for the past year amounted to upwards of one million two hundred thousand pounds sterling in new policies issued.

THE Calcutta papers announce the death, on Sunday morning, in the Fort, of Captain G. E. J. Maidman, of the Bengal Staff Corps, doing duty with the 37th Native Infantry, from injuries received by a fall from his horse.

IT is stated at Berlin that during the Czar's presence in England preliminary negotiations will be opened for the conclusion of a treaty of commerce. The presence of Privy Councillor Hamburger, of the Foreign Office, is thought to give colour to the report.

A CALCUTTA paper says—"It is stated that Mr. W. Clark, the late Municipal Engineer of Calcutta, is about to return to India in the higher capacity of Sanitary Engineer to the Government of India. Poor India has been grievously afflicted in the matter of Sanitary Commissioners, &c., but there seems to be any capacity for new departments, whether they are required or not."

THE admissions to the Rinderpest Hospital during the week ended 3rd instant numbered 12, and there remained from the previous week 23. Of these, 3 died, 6 were discharged, and 25 were left under treatment on the evening of the day above-named. None of the Municipal animals were attacked during the week under notice, and there were but three of them remaining under treatment from the previous week.

THE *Madras Times* hears that the Bengal, whose loss we reported yesterday, had run ashore on Hope Island and that there is no prospect of her being got off. The news was received by telegram and no mention was made as to whether there was loss of life. The Bengal is a very old ship, and many were the doubts and fears expressed as to how she would come out of the Cyclone. She was bound for America.

THE *Grashdanin*, a Russian paper noted for its good Court intelligence, says that in numerous letters to her family and friends the Duchess of Edinburgh describes her life in England as one of perfect happiness. She speaks with great gratitude of the cordial and friendly reception she has met with from all with whom she has come into contact—the Queen, the Royal family, the Court, and the people at large. The letters have occasioned great satisfaction in St. Petersburg.

The *Englishman* expresses regret at having to ... Mr. A. Mackenzie, Junior Secre... Government, is obliged, in ... train upon his eyesight from ... with the famine, to take ... teen months. Mr. ... longing to the Central Provinces, who has been offered an extra deputation allowance of five hundred rupees a month to induce him to accept the appointment, will act in Mr. Mackenzie's place.

THE *Englishman* says the moral of the Government of India's treatment of the famine is that the people, who have hitherto "procreated at their own risk" and created the evils of over-population and a low standard of living, are now bidden "to go on procreating with renewed vigour at the common risk." Our contemporary naturally thinks that such encouragement "must result in a steady aggravation of the real evil," for which, however, he does not suggest any remedy beyond exhorting the Government to "attack the evil at its root."

Two accidents to Peninsular and Oriental Company's steamers are reported. The extra steamer Bangalore, which arrived at Southampton on Wednesday, was in collision on the previous afternoon off Portland with the sailing ship Prince Rupert, bound from London to Madras, and had her boats, bulwarks, and rigging carried away. The steamer Deccan, which left Southampton on the 16th inst. with the Bombay mails, has been towed back by the Mongolia with her machinery disabled. Her mails, passengers, specie, and accelerated cargo were taken on by the Cathay on Thursday.

THE Indo-European Telegraph Company announce that in consequence of urgent representations made to the Indian Telegraph Department, the notice recently issued by them with respect to charging for compound words has been modified. The Indian Department will now accept as single words all ordinary English words, proper names of persons and places, which are commonly written and recognized as one word. When any *bona-fide* doubt exists as to the proper mode of spelling an ordinary English word, the sender's manner of writing it is to regulate the charge. All illegal combinations of words will be charged for according to the number of words employed in the combination, and illegitimate combinations of syllables with words will be treated as ciphers, five letters being counted as one word.

THE *Pioneer* observes:—"A disease resembling cholera has laid up several victims in the town of Jagadhri. The Tehsildar attributes the outbreak to the consumption of poisoned sweetmeats. The town has been crowded with marriage processions, the confectioners have been doing a brisk business, and as they use arsenite of copper to improve the looks of their *metai*, the Tehsildar's suspicions are very probably right. Even then, however, it would hardly be fair to stigmatize the confectioners as poisoners. They know not what they do. But they might be taught. Any man, the consumption of whose lollipops is followed—within reasonable limits of time—by 'vomiting, purging, pain in the bowels, cold sweats, intense thirst, and retraction of the walls of the abdomen,' might be sent for instruction in toxicology to the nearest jail."

ON the evening of the 1st instant a very sad collision took place in Aden harbour between the French mail steamer Sindh, from China, which was going into Aden, and a native sailing buggalow which was getting out of the harbour. The buggalow was completely destroyed. By this mishap cargo worth more than Rs. 20,000 is reported to be lost. On the following morning a court of investigation was held in the Steamer Point Police Court, when it was decided that it was for the buggalow to have been on the look-out, and that the steamer was going right enough in the direction of her moorings. Hence the buggalow is accountable for the accident and for the total loss of cargo. The Sindh, which is commanded by Captain Rapatel, proceeded on her voyage for Marseilles with mails immediately after the investigation was closed.

WE regret to announce the death of Mr. Arthur Peile (of Messrs. Hearn, Cleveland, and Peile, solicitors), which took place at his residence, Malabar Hill, on Tuesday night last between 10 and 11 o'clock. The deceased gentleman had been suffering from typhoid fever for about a fortnight, and at last fell a victim to the disease. On Tuesday afternoon a committee of six medical gentlemen examined him and pronounced him to be in a critical state. The same afternoon the unwelcome intelligence was conveyed by telegraph to Matheran to Mr. Hearn, the senior partner of the firm, who came down to Bombay yesterday. Mr. Peile was a rising solicitor, and has died at the early age of twenty-five. He was married only in December last. His funeral took place last evening and was attended by a large number of friends, especially members of the profession. Many persons in Bombay will be sorry to learn the intelligence which we now publish. Football players will be especially sorry, for no better man at the game existed in India than popular Arthur Peile.

THE Army lost in all eighteen officers during the late campaign on the Gold Coast. The following is a complete list of those who suffered death at the hands of the enemy, or fell victims to the climate, viz.—Lieutenant and Adjutant Dalgleish, 2nd West India Regiment, from effects of climate; Captain Hopkins, 16th Regiment, from effects of climate; Lieutenant Charteris, Coldstream Guards, from effects of climate; Lieutenant Eardley-Wilmot, Royal Artillery, killed in action; Captain Huyshe, Rifle Brigade, from effects of climate; Assistant-Commissary Harrymount, from effects of climate; Lieutenant Townshend, 16th Regiment, from effects of climate; Captain Thompson, 2nd Dragoon Guards, from effects of climate; Captain and Adjutant Nicol, Hants Militia, killed in action; Captain Buckle, Royal Engineers, killed in action; Assistant-Commissary Burke, from effects of climate; Lieutenant Eyre, 90th Regiment, killed in action; Assistant-Commissary Marsh, from effects of climate; Surgeon-Major Kelly, 106th Regiment, from effects of climate; Lieutenant Johnstone, 23rd Regiment, from effects of climate; Brevet-Major Baird, 42nd Highlanders, from wounds received in action; Staff Surgeon M'Carthy, from effects of climate; and Lieutenant Clough, 1st West India Regiment, from effects of climate.

THE *Athenæum* publishes the following literary items:—Mr. Gladstone will contribute to the *Contemporary Review* for May a translation of "The Reply of Achilles to the envoys of Agamemnon," together with a commentary on the same. Mr. Gladstone will besides contribute to early numbers of the journal a series of papers on subjects connected with Greek civilization. The May number will also contain a paper by Mr. Fitzjames Stephen, in reply to Archbishop Manning's article on Cæsarism and Ultramontanism, which appeared in the *Review* in April; and there will be printed in the same number the first of a set of papers, "Rocks Ahead," by Mr. W. R. Greg. In the June issue of the *Contemporary*, Mr. Matthew Arnold will begin a short series of articles. The speeches and some unpublished political writings of the late Lord Lytton are in the press, and will shortly be issued, with a prefatory notice by his son. It is said that Mr. Charles Reade is at present engaged in the composition of a work of fiction on the subject which has occupied the attention of Mr. Plimsoll—the sending forth of overladen and unseaworthy vessels. Mr. Plimsoll will himself furnish the data. Mrs. Anderson, M.D., will reply in the next number of the *Fortnightly* to Dr. Maudsley's article in the April number on Sex in Education.

AT a meeting of the Geographical Society of St Petersburg on the 23rd ult. the Secretary announced that the scientific expedition to the Amu Daria was finally organized. The expedition will be commanded by the Grand Duke Nicholas Constantinovitch, assisted by Colonel Stoletoff and Dr. Moreff, secretary. It will include 25 persons, whose work will be divided into four sections:—1. The trigonometrical and topographical, consisting of six topographers and one hydrographer, Captain Zubow, who will survey the delta of the Amu Daria, and all the places on that river, ascertain the levels of ... e Amu Daria and Syr Daria, and survey hydrographically the channels of the Amu Daria. 2. The meteorological section will construct two stations on the Amu Daria, at one of which hourly observations will be made of all the meteorological phenomena. The profile of the Amu Daria will be determined and the rise and fall of its waters and the velocity of its current noted. The same observations will be repeated at the second and lesser station. This section will consist of nine persons—viz., the Chief Meteorologist. Dorandt, his assistant, and seven observers. 3. The ethnographical statistical section will collect information on the numbers and classification of the inhabitants, describe their social and economical condition, collect traditions and manuscripts, determine the sites of places mentioned in historical records, and examine ruins. This section will be composed of five members—Colonel Stoletoff, Dr. Moreff, Colonel Skobeleff, the draughtsman Karazin, and the interpreter Sartlanow. 4. The natural history section will study the geology, botany, and zoology of the Caspian lowlands, ascertaining their flora and fauna. These labours will be undertaken by the naturalist Severtseff, the botanist Smirnow, and the geologist Barbot de Marny. Explorations will also be made beyond the confines of Russian territory in the Khanate of Bokhara up the course of the Amu Daria if the political aspect of affairs in Central Asia will permit. The Commander and most of the members of the Expedition will leave St. Petersburg next Sunday, and will *rendezvous* at Razarinsk, on the Syr Daria.

ARRIVAL OF THE ENGLISH MAIL OF THE 24TH APRIL.

THE P. & O. Co.'s s. s. Venetia, Commander Wm. C. Angove, arrived in harbour early yesterday morning with the English mails of the 24th ultimo on board. She sailed from Suez on the 1st May and Aden on the 6th. The following is the list of passengers:—

FROM VENICE.

Major and Mrs. Clarke. Mr. Geo. Atkinson.

FROM BRINDISI.

Mr. Cowasjee S. Mehta. Major Bartholomew.
Mr. H. F. Purcell. Captain Davidson.

FROM ADEN.

Thirteen natives.

The Venetia brings 500 boxes specie, value Rs. 121,025 and 8,997 packages of general merchandise.

Ships spoken:—On 5th May, off Jibbel Teer, passed s.s. Mirzapore, with homeward mails; on 6th passed s.s. Hankow, entering Red Sea (34 hours behind the Mirzapore). Weather experienced fine throughout.

The following is the detail of daily distance run by the Venetia from Aden:—From 7-20 P.M. on the 6th to 7th, noon, 180 miles; on the 8th, 257 miles; on the 9th, 268 miles; on the 10th, 262 miles; on the 11th, 255 miles; on the 12th, 248 miles. On this day at noon the steamer Indus with Bombay mail was met. We had a light shower of rain between 6 and 7 P.M. The sky presented a rainy aspect, being surrounded by clouds eastward. Early at 3 A.M. on the morning of the 13th we perceived a light at Anaree-Canaree and an hour afterwards the Colaba Light-house.

HEADS OF INTELLIGENCE.

(*Home News*, April 24.)

BOTH Houses of Parliament have agreed to a grant of £25,000 to Sir Garnet Wolseley in recognition of his services in the recent campaign. A Bill has been introduced by the Archbishop of Canterbury in the Lords to improve the present state of the laws regulating Divine service in the Church, which is intended as a check to the Ritualistic practices now becoming prevalent. In the Commons, the East India Annuity Funds Bill has passed through Committee. Mr. O'Donnell introduced a motion that, to all abstracts of correspondence between the Government of India and the Secretary of State at home, on the subject of the Indian Famine, the name of the compiler or editor should be affixed, so as to secure accuracy; but after an explanation from Lord G. Hamilton, the motion was negatived. The resolutions comprising the recent Budget and the Naval Estimates have been passed.

Great preparations are making in St. Petersburg for the approaching visit of the Czar to England. His Majesty has accepted invitations from the Corporation of the City of London and also from the Crystal Palace Company to entertainments to be given in his honour.

Don Carlos has formed a Government, appointing General Elio Minister of War, Admiral Vinalet Minister for Foreign Affairs, and Count Pinal Minister of the Interior and Finance. Hostilities have already commenced, and a large force of Government troops has arrived at Santander. The inhabitants of Bilbao are reduced to eating horseflesh, which is being sold at 5d. per lb. The town has suffered severely from the recent bombardment.

The President of the United States has vetoed the Finance Bill recently passed by the House of Representatives.

The Queen has visited the invalid troops from the Gold Coast at the Victoria Hospital at Netley, and yesterday Her Majesty inspected the Naval Brigade at Portsmouth. To-day the Queen will go to Claremont, and will reside there till the arrival of the Czar of Russia at Windsor Castle.

Their Royal Highnesses the Prince and Princess of Wales with their family are at Sandringham, but will return to London in a short time.

The application for a new trial in the Tichborne case has been refused by the judges of the Queen's Bench on all the points urged.

The Vice-Chancellor has decided a special claim of the Scinde Railway Company against the Oriental Inland Steam Navigation Company. The former will now have to rank as general creditors.

The Duke and Duchess of Edinburgh have been visiting Portsmouth, where they have been present at the laying of the foundation-stone of the Seamen's Orphan Home.

The Council of the Society of Arts, on the recommendation of the Indian Committee, have offered a prize for the best Essay on the Cultivation and Manufacture of Indian Teas.

The election for Hackney takes place to-day. Professor Fawcett comes forward in place of Sir Charles Reed, who retires.

Baronetcies have been conferred on Mr. G. Elliot late M.P. for North Durham; Mr. H. W. Peek, M.P. for East Surrey, and on Mr. P. Rose, late Conservative agent.

A subscription in aid of the Indian Famine Fund has been commenced in Germany.

Sir R. Glyn, Bart., and Lord Nevill have both met with severe injuries in the hunting-field.

Dr Livingstone's remains were interred at Westminster Abbey on April 18 with much public ceremony.

A Select Committee of seventeen members of the House of Commons has been appointed to inquire into the home charges against the Revenues of India.

The subscriptions to the Indian Famine Fund in the United Kingdom now amount to about £120,000. Lord Derby has just contributed £500 to the Fund. A movement has been made to obtain the balance of the Indian Mutiny Fund (£150,000) for the famine, but it appears that it will be first necessary to obtain an Act of Parliament for that purpose.

The Duke of Abercorn, as Lord-Lieutenant of Ireland, made his public entry, in State, into Dublin on April 18.

The Indo-European Telegraph Company announce that in consequence of urgent representations made to the Indian Telegraph Department the notice recently issued with respect to charging for compound words has been modified.

The P. and O. steamer Deccan put back to Southampton after being six days out. Her passengers have been transferred to the Cathay, which left yesterday.

OBITUARY OF THE WEEK.—Lord Thurlow; Lady Martin; Mr. Owen Jones; Sir Andrew Orr; Mr. Merritt, of Rokeby; General L. S. Bird, Ben. Inf.; Surg. Maj. R. Arnold, Mad. Ret.; Maj. Gen. T. D. Stewart, Bo. Inf.; Major C. W. Bannister, Bo. Ret.; Major M. H. Court, Mad. Ret.; E. Dyke-Poore, Esq., J. P. and D. L. for Wilts; Lady Ellenborough; the Countess of Guilford; Lieut.-Col. G. Johnson, late 42nd Highlanders; Lady Kenyon; J. I. Ray, Staff Com., R.N.; R. Seaman, Esq., J. P. for Suffolk; E. Storey, Esq., Mad. Ret.

DIVINE SERVICE.

Ascension Day, Thursday, May 14.

HOLY TRINITY CHURCH, SONAPORE.

7-30 A.M.—Celebration of Holy Communion (plain). 10-30 A.M.—Morning Prayer. 11 A.M. Choral Celebration of Holy Communion, with Sermon. Hymns (Introit) 121, 330 and 345. 6 P.M. Evensong with Sermon by the Rev. J. H. Biscoe. Hymns 335, 121 and 319. The offertory to defray extra cost of gas, &c., for the Daily Services.

DAILY SERVICES.—6.30 A.M., Matins; 7 A.M., Holy Communion; 7-30 P.M., Evensong.

MUNICIPAL ELECTION.

IN consequence of the resignation of Mr. A. J. Macdonald, a vacancy had occurred in the representation of ward No. 1, Fort, Colaba, and Esplanade, in the Municipal Corporation of the city of Bombay. An election by ratepayers to the amount of Rs. 50 for the house, police, and lighting rates for 1873 was therefore held yesterday at the Municipal Offices. The poll was opened at 9 a. m. and closed at 6 p. m. before Mr. J. F. Hutchinson, polling officer. Yesterday was the third time a municipal election has taken place in this city. The first general election of representatives for the ten wards, into which the city has been divided for the purposes of the election, was held on the 26th July 1873; and the second was held on the 28th October 1873, when Mr. Cowasjee Manockjee Limjee was elected a member of the Corporation in the place of the late Mr. V. J. Sunkersett.

The population of the Fort, Colaba, and Esplanade ward numbers 59,160 persons, of whom 731 are qualified by the payment of municipal rates, as mentioned above, to vote for a member of the Corporation. The interest in the election experiment, since it was initiated about a year ago, does not seem to have grown with the progress of time and our municipal institutions, for out of the 731 electors of the ward only 46 presented themselves at the municipal offices yesterday to exercise the right of a vote. Had the election been contested, however, it is known that the ratepayers would have exercised their privilege much more freely. Mr. J. M. Maclean was the only candidate, the name of the other candidate—Mr. Tapidas Virjdas—having been withdrawn by his friends at his own desire. In the evening forty-six votes had been recorded for Mr. Maclean, of which thirty-nine were given by Parsees, four by Europeans, and three by Hindus. Amongst the earliest voters was Sir Cowasjee Jehanghier, C. S. I.

P. AND O. IMPRESSIONS.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—If you were in my place, Mr. Editor, even though cessation from writing must be to you a welcome rest, and had to get through a succession of days, each more monotonous than its predecessor, you would feel, like I do, the absolute necessity of jotting down a few of the thoughts and impressions that fly across one's mind, though there is a risk of repeating what has been so often said. The deck of a P. and O. steamer affords a rare study of the lights and shades, the good and evil, of human nature to the observant and non-seasick traveller. It is the social life of an Indian city, circumscribed in the space of a few hundred feet, where the varieties of caste come out in all their strength.

On board the Mozuffernuggur we are not a gay lot of people by any means, but we are as a rule extremely select and genteel. I have noticed, however, that homeward bound passengers are never as bright and cheerful as those coming out to India—firstly, there is more sickness among them; then there is more lassitude and want of go; and, lastly, caste has got hold of them, besides which there is generally a large number of very young children who occupy their parents' thoughts and other people's legs and ears to a considerable extent.

We have of course the old Indian General with his wife and grown-up daughters, poor girls whose campaign in Hindostan has been less successful than their gallant father's. We have ten or twelve Colonels. I have counted ten, but I know there are some more whom I have not yet seen. I made a deadly enemy of one passenger on the second day by calling him "Major" only, so since then I call every military man "Colonel" without exception. We have a clergyman, too, who shines at half-past ten daily prayers, and we have "The Prophet"—yes, your Bombay Prophet, who, in spite of the proverb, found no honour amongst you, and who is going home to help in selecting the 144,000 virgins for December next, concerning which event many of our bachelor passengers are extremely curious and enquiring. I was rather surprised to find that the Colonel-Prophet makes no secret of his peculiar beliefs, and lays down the truth of his predictions with a dogmatic energy that admits of no refutation or argument whatever: he is quite convinced that Louis Napoleon is not dead, and will make his re-appearance at the appointed time as anti-Christ. Strange to say that although we have both a prophet and a padre on board we have had no bad weather to contend with yet.

We have a specimen of the mercantile snob great in the pride of his wealth and the respectability of his old-established firm, full of that arrogance which mistakes its trumpery exclusiveness for dignity and self-respect. We have two or three gentlemanly P.O.-wallas and the usual number of frank, jolly, intelligent P. and O. officers. Of course there are a few quiet retiring passengers pleasant to talk to and a couple of travelled Frenchmen who have killed tigers and do not continually talk of it. There are ladies of all ages, very fair and nice and some of them very fragile and delicate; and there are scores of children going for the first time to the land of their forefathers, which some of them—poor little angels—will, I fear, never reach in this life.

I find no improvement whatever in the culinary arrangements of the P. and O.—the same greasy, unwholesome, abundantly-served table—plenty of quantity, and no quality, which only the stomach of a City clerk or a sailor can do justice to; the same unnecessary number of meals—six, where three would suffice; the same hurry-scurry and want of cleanliness and delicacy and refinement which the mighty *quis separabit* has always been distinguished for. In the wine department there is a change for the better, but the prices charged are too high, and might be fairly reduced. I think too that, if they were, the Company would profit by it, as well as the passengers.

We are approaching Aden, and have left the Hankow a long way in our stern with a facility that proves what might be done if the P. and O. were put to the test and there were no postal contract in existence. Perhaps I may, if it don't bore you too much, send you another chit or two on the way home.

W. G.

Indian Ocean,
on board the Mozuffurnuggur,
homeward bound.

"ONLY A PAUPER WHOM NOBODY OWNS."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Can you or any one of your wide circle of correspondents give me any information concerning the antecedents of the poor old wanderer who haunts the streets of the Fort, and whom people have agreed to call Albert? There are several stories afloat respecting him, the favourite one being that he was once a very wealthy Chinese merchant, and a large shipowner, but it is impossible to say how far it is reliable, as all the versions seem to be equally unauthentic. If, by giving publicity to this, you can elicit any information, you will greatly oblige, not only myself but many others who are greatly interested in the unfortunate

WAIF.

Wednesday, 13th May.

THE TRAMWAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Permit me to suggest to the Managers of the Tramway Company to run an omnibus from Mazagon to the Pydhownie Station to convey all the passengers that formerly travelled by the omnibus from Mazagon to the Fort. The omnibus should leave Mazagon as before at 9-20 A.M., and be ready at the Pydhownie Station in the evening to convey the passengers back to Mazagon at about 5-45. The through fare should be an uniform rate of two annas to the Fort and *vice versa*.

The anxiety of the late Omnibus Company to meet the wants of the Mazagon people had been fully reciprocated by their due appreciation of that means of travelling between Mazagon and the Fort, and my suggestion needs only to be put to the test to see how it works.

A TRAVELLER.

Bombay, 13th May.

BOMBAY.

CHEAP ADVERTISEMENTS IN THE "BOMBAY GAZETTE."

WITH a view to create a system of advertising which, though very successful in England, is still quite undeveloped in India, we propose to publish in future, *at low rates for cash payments*, short advertisements of two or three lines relating to such matters as small sales, business cards, situations wanted or servants required, houses or lodgings to let, changes of residence, articles lost or found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines.....Rs. 1
Each succeeding line ..... „ 0 8 as.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No advertisement will be inserted for less than *one rupee*, and payment must in all cases be made in *cash*.

In future, these advertisements will always be placed immediately below the New Advertisements in our front page.

COMMISSIONER OF CUSTOMS.—Mr. Shaw Stewart, C.S., will assume charge of his new office as Acting Commissioner of Customs, Salt, and Opium from Monday next.

FIRE.—On Tuesday evening last a fire broke out in a house situated at Coombarwada first lane, which was speedily extinguished by the exertions of some of the townspeople.

THE VEHAR LAKE.—The height of water in the Vehar Lake for the week ending Saturday, 9th May, was 49 feet 5 tenths; on the corresponding date last year it was 41 feet.

THE MUNICIPAL CORPORATION.—Mr. F.F. Arbuthnot, Collector of Bombay, has been appointed a member of the Municipal Corporation by Government in the room of Lieutenant-Colonel Baker, resigned.

PROPOSED ADDRESS TO DR. DALLAS.—We are requested to remind our readers than an address by the Bombay Catholics will be presented on Friday next, at 5½ o'clock P.M., in the St. Xavier's College, to Dr. R. A. Dallas, before his leaving India.

BURGLARY.—A bungalow, belonging to one Hoossamboy Noor Mahomed, now unoccupied, and situated at the back of the Parell chawls, was on Monday night entered by some person, and property to the value of Rs. 50 was stolen therefrom. Enquiries are being instituted into the matter.

ACCIDENT.—On Tuesday a little girl named Ramdavie whilst looking out of a window on the third storey of a house in Coppersmith lane, accidentally overbalanced and fell into the street, a height of about thirty-five feet. She sustained serious injuries and was removed to the Jamsetjee Hospital.

MURDER AT KHANDERI.—A Marathi paper states that a short time ago a murder was committed in the fort of Khanderi, and the second-class chief constable Babajee Sawunt and one Gopal Bhat were sent to Bombay to trace and apprehend the murderer who had gone there. They found the culprit, but instead of bringing him at once they obtained from him Rs. 500 in cash and Rs. 300 in notes, and promised to let him off. Afterwards the chief constable brought the culprit to Alibag. On their arrival there the bribery affair transpired. The writer praises Mr. Duggan, the Superintendent of Police, for bringing to light this crime.

THE KURRACHEE SMALL CAUSES COURT.—It is stated that Judge Grant, in a report to Government, has strongly recommended the abolition of the Kurrachee Court of Small Causes. The sooner this recommendation is carried out the better will it be for all classes of the public here; for the way in which justice is administered in that tribunal by the incompetent and inexperienced officers who are, from time to time, nominated to preside over it, is disgraceful in the extreme. Even the present incumbent, Colonel Wallace, though an excellent man in his way, is so inexperienced that he is unable to grapple with the simplest principles of law argued before him by the members of the local bar. As an instance, not long ago a suit was filed in the Small Causes Court on an award, and though Mr. Darby, one of the oldest solicitors on the rolls of the Bombay High Court, pointed out in the clearest manner possible that such a suit was cognizable by the Small Causes Court, His Honor after hearing the plausible arguments by the pleader on the other side, threw out the plaint and referred the counsel for the plaintiff to the District Court. On the 7th instant Mr. Darby presented his plaint to Judge Grant accordingly, who returned it with the remark that a suit on an award was clearly within the cognizance of the Small Causes Court.—*Sindian.*

COTTON EXPORTS FROM SIND.

FROM a statement submitted to Government by Mr. W. T. Cole, Collector of Customs, Kurrachee, we see that during the month of April last, 2,594,816 lbs (6,062 bales) of the aggregate value of Rs 6,87,575, were shipped from ports in Sind, in the Bombay Presidency, to Hongkong. In addition to the above, 1,179 pressed bales of cotton, weighing 462,280 lbs, of the aggregate value of Rs. 1,53,809, have been shipped to Bombay.

BOMBAY TOWN COUNCIL

AT the meeting of the Town Council held on Tuesday, 12th instant, there were present:—Surgeon Major Hewlett (in the chair), the Hon'ble Narayan Vasudeojee, Surgeon Major Cook, M.D., and Messrs. Nanabhoy Byramjee Jeejeebhoy, Dosabhoy Framjee Karaka, Mahomed Alli Rogay, Raghoonath Narayan Khote, and Shantaram Narayan.

The Acting Municipal Commissioner was also present.

The Secretary presented the printed proceedings of the Works Committee, dated 21st March last, and the subsequent minutes thereon.

Resolved—That the consideration of Mr. Pedder's proposals for the removal of the Carnac Bunder Night-Soil Nuisance be postponed, and that in the meantime the papers in the case be placed at the disposal of the press.

Read letter dated 7th instant from Balkrishna Abbajee, late a clerk in the Accounts Department, requesting that he may be paid Rs. 105-12-0 as the amount of his wages up to the time of his dismissal and not Rs. 63-10 as ordered by the Corporation, and adding that unless the full amount is paid forthwith he will take legal proceedings.

Ordered—That the letter be recorded.

DISMISSAL OF AN ALLEGED CASE OF WILL FORGING.

ON the 2nd of October 1873 one Bapoo Madhowjee laid an information against Nagjee Jatha, Narron Sooklia, Mooljee Ramjee, Gandia Giga, Joshee Jeena Veerjee and Heerjee Champsee, before John Connon, Esquire, then Senior Magistrate of Police, charging them with perjury and with forging the will of one Calidass Shamjee and with fraudulently and dishonestly using as genuine the said last mentioned will which they knew and had reason to believe to be a forged document, and with abetment of the said offences. The said information was published in this paper some time in October 1873. The hearing of this case was from time to time adjourned, pending the disposal of the appeal filed by the said Nagjee Jaitha against an order of Mr. Justice Green ordering him to pay costs of certain proceedings in the High Court by Radhabai, widow of the said Calidass Shamjee, in reference to the said will. The decision of the Appellate Court was also published in this paper.

The case came on for hearing on Monday the 4th instant before the present acting Senior Magistrate of Police. On the first day the said Bapoo Madhowjee, at the suggestion of the Court, allowed the case, as against Joshee Jeena Veerjee and Heerjee Champsey, to be dismissed and proceeded only against Nagjee Jaitha.

Mr. Budroodin Tyebjee, instructed by Mr. Mirza Hoosain Khan, appeared for the prosecution, and Mr. Branson, instructed by Mr. Thakurdas Atmaram, appeared for the defendant Nagjee Jaitha. Evidence of the prosecutor and his witnesses was taken on the 4th, 6th and 13th instant. The case for the prosecutor was closed yesterday, when his Worship, without calling upon Mr. Branson to address the Court on behalf of the defendant, dismissed the case against Nagjee Jaitha, intimating that no evidence whatever was offered to connect Nagjee Jaitha with the said fogery. We may by the way now remark that the said Nagjee Jaitha is a well-known native cotton merchant.

WEATHER REPORTS.

CANNANORE, 13th May, 4 P.M.—Weather cloudy, wind north-west, thermometer 88.

CARWAR, 13th May, 6 P.M.—Weather clear, wind westerly, thermometer 85, barometer 29·94.

MANGALORE, 13th May, 9-30 A.M.—Weather clear, wind east, north-west, thermometer 87deg., barometer 29·85.

TUTICORIN, 13th May, 5 P.M.—Weather fair, wind south-east, thermometer 88, barometer 29·78.

VINGORLA, 13th May, 5 P.M.—Weather clear, wind westerly moderate, the mometer 92.

THE COLABA COMPANY.

AN extraordinary general meeting of shareholders of the company was held yesterday at the office of Messrs. Remington and Co., secretaries and treasurers, for the purpose of confirming certain resolutions passed at the meeting held on the 28th April last and for the transaction of other business. Mr. E. M. Fogo was in the chair and read the notice convening the meeting.

It was then proposed by Mr. Ardasir Byramjee Kapadia, seconded by Mr. Tribhowandas Nathoobhoy, and carried unanimously,—"Whereas it is proposed to wind up voluntarily the Colaba Company, Limited, under the provisions of the Indian Companies' Act of 1866, and to transfer or sell its business and property to a new company to be formed under the same name but with a more extended field of business;—It is resolved that the liquidator or liquidators who shall or may hereafter be appointed to wind up the Colaba Company, Limited, shall have authority to transfer or sell to a new company, to be formed under the same name, the whole or any portion of the property and business of the said Colaba Company, Limited, in consideration of receiving in compensation or part compensation for such transfer or sale such number of shares in the said new company, as the said liquidator or liquidators shall think proper for the purpose of distributing the same among the members of the present Colaba Company, Limited, rateably in proportion to the shares held by them in such last-mentioned company."

It was next proposed by the Chairman, seconded by Dr. Dallas, and carried unanimously,—"That the Colaba Company, Limited, be wound up voluntarily under the provisions of the Indian Companies' Act of 1866."

Proposed by Mr. Cursetjee Jehangir Tarachund, seconded by Mr. Cursetjee Dinshaw Khambatta, and carried unanimously"—"That the liquidators of the Colaba Company, Limited, when appointed, be authorised to purchase the interest of any shareholder dissenting under section No. 175 of the Indian Companies' Act of 1866 either out of the cash in the hands of the Company or out of monies to be raised by mortgage or sale of any portion of the Company's property."

The Chairman stated that, at the last meeting, a suggestion was made that the old share of Rs. 3,000 should be divided into three shares of Rs. 1,000 each. A great number of shareholders had since objected to this proposal, and they would rather have the share continued at Rs. 3,000; and as it was the desire of the directors to act up to the wishes of the shareholders, they intended to continue the share at Rs. 3,000 *minus* Rs. 125, which would be called up in five instalments.

This was all the business before the meeting, which separated without passing the customary vote of thanks to the chair.

WHOLESALE CHEATING.

MR. SORABJEE CAWASJEE, managing clerk in the service of Mr. Dyall Ruttonsey, a Hindoo merchant, appeared yesterday before Mr. Patrick Ryan, Acting Third Magistrate, and laid an information against a Mogul named Meerza Mahomed Hoossein Meerza Shuffee, whom he charged with cheating, in respect of Rs. 3,000. The informant said—"I am well acquainted with Meerza Mahomed Hoossain Meerza Shuffee, a Mogul merchant, who has been trading in Bombay under the name and style of Hajee Mirza Shuffee Miskee for many years past. The said Meerza Mahomed Hoossain came to the office of my employer, situated in the Fort, in Apollo Street, my employer, situated in the 6th inst, and told me, in Sassoon Building, in the presence of myemployer and a broker named in the presence of myemployer, that he was shipping 150 bales of cotton, per steamer Cerdic, and said that he bales of cotton, per steamer Cerdic, and said that he wanted to give consignment of the same to my employer, and wished to draw the sum of £1,000 against my employer, and shipment, and requested my employer to accept the same the sum of Rs. 3,000 in respect of the said shipment; and he accordingly signed a blank bill of exchange for the sum of £1,000, drawn upon Mess

and six, not in commission, which had to undergo very substantial repair. The experience which we had had of the repairing of these ironclads was but of very recent date. In the last financial year three ironclads had come in for repair. Two of them were repaired in the year, and the third, he believed, was now being finished. The experience which we had gained, however, showed that for these repairs we required a greater number of men than we did formerly. (Hear, hear.) In addition to that arose the very formidable question of the boilers. The improvements that had taken place in the engines and in the boilers, whereby certain advantages had been gained, had resulted apparently in a very much shorter duration of life in the boilers than was formerly assigned to them; and that experience had not been confined to the Royal Navy, because by communication with the great steamship companies they found that the same complaints had been made there. He might here say, therefore, that he had at once determined to do that which he rather believed his predecessor had had in contemplation—to appoint a committee to consider the subject. He had the advantage of securing the services as chairman of his hon. and gallant friend who earlier in the evening had called the attention of the House to the subject of dockyards. With him would be associated the names of certain persons connected with the admiralty whose position and authority would add weight to the decision arrived at by the Committee, and he had also asked the steamship companies to confer together and select a representative. The committee would also number among its members an eminent chymist, so that they might be sure that anything that could be suggested as a remedy for the evils complained of would not be lost sight of. He had by him the reports which had been made on this subject of the boilers, and the Committee could see from them that the propriety of re-commissioning ships upon a foreign station, where there was not proper dockyard accommodation, was a very doubtful one. If it were wished he would lay that report upon the table, but in any case it would be submitted to the committee which was to be appointed. The greater part of the report was of so technical a nature that he would not trouble the Committee with it, but he desired to call attention to the case of the Dryad. The Dryad's boilers were put in order in 1866. On the 22nd of February, 1871, a little more than a month after the first signs of corrosion, a number of small holes began to appear in her boilers. During one portion of her commission she was serving on the south-east coast of America, and during the other in the East Indies. Some repairs were made, and she was sent to Bombay, where a survey was was made. Her boilers were reported to be defective, and in consequence of the unfavourable terms of the report she was ordered home. The next ship noticed is the Eclipse, and the report states that "when the boilers of the Eclipse were examined, after she was paid off (the boilers were put in in 1867, and she was paid off in 1872), they were found to be very much worn, but not to such an extent as not to be reparable. She was repaired at Sheerness at a great expense, the cost of the repairs being above half the first cost, but if the ship had been left in commission a few months longer the boilers would have been past repair for a new commission.

Mr. Goschen.—She has not been recommissioned?

Mr. Hunt.—No; the reason why I mention it was that here is a ship which had not been commissioned, but if she had been kept in commission a few months longer her boilers would not have been worth repair. The report went on to say that when circumstances permitted it was advisable to have the boilers examined in dockyards and repaired every three years and a half. As to the propriety of that observation I am not so well able to judge as some other members of the Committee; but if that opinion is correct, and if that recommendation ought to be attended to, it is certainly against the policy of recommissioning ships on foreign stations without their undergoing proper examination. (Hear, hear.) I have stated that the cost of repairs of ironclads, according to the experience we have obtained, is far greater than had been anticipated, and I will now give the Committee an account of the expense of the repairs of some of our ironclads. There are three ships of which the repairs have been completed, and there are others in regard to which we have only estimates. The Warrior cost originally £356,693. She was seven years and a half in commission. Her first repair was £69,000. [Mr. Shaw-Lefevre.—"The first was the replacement of the boilers."] I do not mention this with reference to boilers, but to the large expense incurred in the general repairs of these ironclads. The cost of the present repairs was £51,971, so that the total cost of the repairs of the Warrior, after seven years and a half in commission, was upwards of £121,000, which is a little in excess of one-third of the original cost. The Defence cost £232,000. She was nine years in commission. Her former repairs cost £32,000; her recent repairs £33,000, making a total cost of £65,000. The Resistance cost originally £242,000 and her repairs up to this time, when she has been two months in commission again, have cost £68,610. I now come to the estimated repairs The Hector cost £283,000. Her first repairs cost about £31,000; her estimated repairs are a little more than £44,000, making a total of £76,239. The Minotaur originally cost £456,830, and she was six years in commission; her former repairs were £18,000, and her estimated repairs are £75,100, making a total of £93,000. The Achilles cost originally £444,646; she has been eight years and a half in commission; her former repairs were £25,000, and her estimated repairs are £56,500, making a total of £82,040. The Black Prince cost £357,636; she has been ten years and four months in commission, and the aggregate of her repairs amounts to the very large sum of £108,495, the present estimate being £61,000. The Valiant cost £320,288. After being five years and four months in commission her repairs cost £17,000, and the present estimate is £45,000, making a total of £62,000. This seems to be a rather alarming account of what we must expect to have to spend upon the repairs of our ironclads. The matter is, indeed, so important that I propose to lay upon the table of the House a detailed statement showing the history of these ships—first of all where they were built, whether in dockyards or private yards; the work they have done, so as to show the difference of climate and of local influences upon the duration of a ship; and at what period the repairs of these ships should be undertaken—I mean what period in the life of these ships should elapse before they are overhauled to see what repairs they require.

Mr Muntz.—Will the report give the distinction between the repairs of the boilers and the general repairs of the ironclads?

Mr. Hunt.—Yes, the paper I have made out will distinguish between the cost of the hull and the machinery, and I will have the cost of the boilers put into a separate column. A question hereupon arises, to which I will revert by and by, whether in consequence of this state of affairs the number of men taken for our dockyards—namely, 14,300—will be sufficient to keep up the present establishment of ships. The work done in our dockyards generally falls short of the estimate. The tonnage proposed to be built in our dockyards during 1873-4 amounted to 12,757 tons, but of that only 10,902 were actually built. Nor was this year an exception, because if the accounts are analyzed it will be found that for some years past that has been the normal state of things, and it applies not only to dockyards but to the work done by private contract. It was proposed to build 8,105 tons of ironclads. The amount actually built last year was 5,592 tons. In frigates and corvettes it was proposed to build 3,438 tons, but there was built more than the estimate—namely, 3,665 tons. Of sloops and gunboats it was proposed to build 770 tons, while there was actually built nearly double that amount, namely 1,395 tons. Of other vessels it was proposed to build 444 tons, while there was actually built 310 tons. I am not aware of reasons, but the result is this that whereas this House was under the impression that 8,000 tons would be added during the year to our ironclads, it fell short to the amount I have stated under that head, while in other classes it was considerably more than was anticipated. There then follow three votes—No. 7, the Victualling Yards, £72,885; No. 8, Medical Establishments, £63,701; No. 9, Marine Divisions, £18,720. There is a slight increase in these votes, but not such as to call for any remark. He next came to a vote which was very large in amount, and which usually gave rise to a great deal of discussion. The first section of that vote was for stores—£1,143,159—showing an increase over the vote for last year of £7,000. A very small amount of that increase was due to himself in consequence of the change in the armament of the Minotaur. Section 2 of this vote related to steam machinery and ships building by contract and on that the increase was £98,538, about half of which was for machinery, and the other half for ships. There was included in the vote a sum for the breaking up of ships amounted to £4,000. Now the question of the breaking up of ships was one on which he wished in passing to make a few remarks. It was a question which was not new, because he used to discuss it not unfrequently with his late lamented friend, Mr. Corry. He found that Mr. Corry was adverse to breaking up so large a tonnage of ships as he would like by the consideration that the expense of doing so would nominally swell the amount of his Estimates. According to the rule laid down by the Treasury, and, in his opinion, very properly laid down, all the money spent must be shown in the vote, though the outlay might be a remunerative one, and his right hon. friend was anxious for the reason which he had just mentioned, that this rule should be relaxed. It showed how the fear of increasing the Estimates operated on his mind; but for his own part he believed that the breaking up of ships which were now useless, and which were not likely to be of use hereafter, was a very economical process, and he should not shrink from increasing the Estimates for the purpose, because the increase was only a nominal increase, there being two sides to the account. First of all there was the amount of stores to be considered which would be serviceable for the Navy for building and repairing purposes, especially in the case of the article of copper, which would add to the amount of the assets. Then also there were the proceeds to go into the exchequer of those parts of a ship which were not likely to be required for future service in the Navy. Indeed, the matter was one with respect to which the Navy was very much in the position of a private establishment. One went into some houses and found there a very large number of old things which had been thrown aside as useless and unworthy of repair. Now, his own private experience taught him, that such things were not likely to be more useful 50 years hence, and he had proceeded on the principle in his own house of having no lumber. There was no use, in his opinion, in keeping a thing to be repaired at some distant day if it was not worthy of repair at the moment. He had he might add, the advantage of inspecting some of our principal Dockyards some years ago with Mr. Corry, and what struck him most was the enormous amount which he saw there of useless lumber. There was of course, the consideration that some large vessels might be converted to useful purposes. Ships no longer fit for fighting might be used for hospital, or storeships, or coal hulks. But there were some which were perfectly worthless for any purpose and which were never likely to be useful, lying in what he might call the Admiralty lumber-room. He was of opinion, under these circumstances, that it would be an economical operation to extend the breaking up of ships, and he should not be afraid of the consideration which had deterred Mr. Corry, from extending it—that it would nominally swell the amount of the Estimates. He said so because he gave credit to members of that House who studied the subject for looking at the two sides of the account, and for seeing that what was apparently an increase in expenditure was in reality a reduction in the charge to the public. Of course the question of the breaking up of ships did not always depend on how much money could be spent on the operation, because there was always the question of what accommodation there was for the purpose. In some Dockyards there were very little, in others more. His wish was to cause reports to be made on the matter, and if even in the present year he were to ask the House of Commons to sanction the grant of an additional sum of money for breaking up old ships, he hoped hon. members would not consider that he was running into any very great extravagance. Now, Section 2 of Vote 10 provided for building this year, by contract, three corvettes, two sloops, and [redacted] boats. The total amount proposed, according [redacted]es, to be expended on building in the [redacted]ntract was, in round numbers, [redacted] was for new works and building[redacted] over £682,000. The principal [redacted] carried on at Chatham and Portsm[redacted]ch was for medicine and medical st[redacted]range. In Vote 13, there was a slig[redacted] the next, which was a miscellaneous vote, [redacted]n increase, the sum asked for being £113,0[redacted] increase was chiefly owing to the fact that the sum taken for the purposes of telegraphic communication last year had been found to be insufficient for the service. He came, in the next place, to the non-effective services, the vote for which, including half-pay and retirement, amounted to £870,168, showing an increase over the sum voted last year of £7,704. The retirement among officers in 1873, including sub-lieutenants, assistant paymasters, &c., was 344. The numbers on the retired list on the 1st of January, 1873, were 2,153; on the 1st of January this year, 2,360, showing an increase of 207. There was an increase in the money in the two years of £52,842. The result of these and other changes in the active list he would give the Committee. The Order in Council which governed the matter laid down the standard number in the different ranks to be reduced. Now, he found that at present there were 3 Admirals of the Fleet; 12 Admirals, being an excess of five over the number proposed; 25 Rear Admirals; 178 Captains, being an excess of 28; 205 Commanders, being an excess of five; 662 Lieutenants, being an excess of 62; 382 Sub-Lieutenants, being an excess of 132; 260 Navigating Officers, or ten below the number proposed; 92 Chaplains and Naval Instructors, or eight below the number proposed; 71 Naval Instructors, or four below the proposed number; 441 Medical Officers, the standard number being 476; 217 Paymasters, being 17 in excess; and 287 Assistant Paymasters and clerks, being 57 in excess of the proposed number. Such was the present state of the list, as operated upon by the retirement scheme of his right hon. friend opposite. Next came Vote 16, for non-effective and civil pensions and allowances, which in Section 1 showed an increase of £13,000, owing to a great number of seamen being pensioned this year. In section 2, which provided for civil pensions, there was, on the other hand, a decrease of £7,778, which was caused by the number of deaths. The remaining vote was for army services, 175,600, showing an increase of 7,860. This was a vote over which the Admiralty had no control; it depended chiefly on the movements of troops, for which they had to provide in the Navy Estimates. He next came to that which was always very interesting to hon. members in those discussions the programme of shipbuilding works provided for in those Estimates. It was proposed at Chatham to advance the Superb, ironclad broadside, to 7,600 tons; the Temeraire, ironclad broadside, to 8,300 tons; the Euryalus, iron corvette, wooden sheath, to 5,200 tons; a composite corvette (new Magicienne) to 3,200 tons; and to provide materials for a composite sloop (new type Albatross), which was to be delivered. They would also complete, after delivery from the contractors, who had built them, the Rover, an iron corvette built by the Thames Company and two composite sloops, the Sappho and the Daring, built by the firm of Wigram. At Sheerness it was proposed to complete the corvette Diamond, which would be ready for launching next July, to begin a composite sloop (an improved Fantome), though not to make much progress with her; to complete a paddle steamer, the Pioneer, built by contract; and to employ 850 men in repairing ships and for reliefs, &c. At Portsmouth it was proposed to advance a new ironclad, the Inflexible, to 22-100ths, to complete by September next the iron frigate the Shah, to advance the Boadicea, corvette, to 62-100ths, the Bacchante, corvette, to 46-100ths; to complete the turrets only of the turret-ship Thunderer; to complete the yacht Osborne by June next. He saw the Osborne the other day. She was now in the condition to have a commander appointed to her. She would be appropriated to Her Majesty's use, but it was to be understood that by permission of Her Majesty she would be used by the Prince of Wales and in conveying foreigners of distinction coming to this country. It was proposed to complete the torpedo vessel Vesuvius on its arrival from Pembroke, and also the troopship Assistance, built by the Messrs. Green. At Devonport it was purposed to complete the corvette Sapphire and the steam-tug Perseverance; to begin a composite sloop (an improved Fantome); to complete the composite sloop Egeria; to complete the gunboats Cygnet, Gontest, and Express, built by contract, and the composite sloops Coral and Lily, likewise built by contract, and also to employ 1,888 men on repairs. At Pembroke it was proposed to advance the Fury, turret ship (an improved Devastation), to 69 100ths, and the Shannon to 44-100ths; also to begin a composite corvette (a new Magicienne). The number of men to be employed in the dockyards was, as he had stated, 14,300; and they were proportioned in this way in the present Estimates. He said in the present Estimates, because his gallant friend, by a notice he had given that night, thought they ought to be proportioned in a different manner. But it was proposed to employ in shipbuilding, 4,700 men; in repairs and refits, 4,757; in yard manufactures, 1,931; in yard and harbour service, 2,809; and 103 for store purposes at Deptford and Haulbowline; making in all 800 more than last year. Next, he ought to give the Committee some account of the work to be done by contract. It was proposed, by contract, to complete the Rover, advance the Magicienne, and commence and advance three new Magiciennes—all five being corvettes; also to complete the following sloops and gunboats:—The Sappho, Daring, Coral, Lily, Cygnet, Express and Contest; to commence and advance one new Fantome 427 tons, and another 428 tons. They would likewise advance three new Cygnets, complete the Resistance, troopship, for which 592 tons were required; and the Pioneer, paddle steamer requiring 166 tons. It was proposed that a new tug should be purchased, if possible, or built by contract. That was the detail of the works proposed under those estimates to be done by contract, and in the dockyards the tonnage to be built was—in the dockyards, 13,851 tons, builders' measurement, and 5,816 tons by contract, making together a total of 19,469 tons. That was the work proposed to be done; but according to the number of men taken for the purpose, if they looked at the experience of the past as regarded the estimate and the actual result, he did not think they were likely quite to realize the full amount that was expected. The list of the fighting ships in commission at the present time was as follows:—23 ironclads (besides the Glatton and Gorgon), one Devastation, eight frigates, 14 corvettes, 27 sloops, 32 gun vessels and 18 gunboats—total, 123. As stated in the Controller's report, there were of efficient unarmoured ships and vessels 110 altogether, of which 25 required immediate repairs. That was exclusive of troop and store ships, yachts, and tenders. He now came to the question of the ironclads. He should not be satisfied to give the Committee the present state of the ironclad fleet, and what was proposed to be done with respect to it, without looking back for a period of years. He must revert to the time before the late Government acceded to office to show what was done under the previous Government of which he had been a member, although not then holding in it his present position. He wished to show what was then done in strengthening the Navy in the matter of ironclads, what had been the course pursued since then and also to draw attention to the result which had ensued. In February, 1867, his noble friend Lord Hampton was transferred to the War Office, and his place at the Admiralty was filled by the late Mr. Corry. In that year —1867—the following ironclads were commenced:—The Audacious, the Captain, the Invincible, the Vanguard, the Iron Duke, and the Sultan, making six. The next year, while his lamented friend was still First Lord, there were commenced four more ironclad ships, viz., the Hotspur, the Swiftsure, the Glatton, and the Triumph. That was to say ten were commenced in two years. [Sir J. Hay.—And the Repulse, which was not only begun but finished.] His right hon. and gallant friend said he ought to add the Repulse, and there appeared to be good authority for doing so. Those, then, were the ironclads commenced in 1867 and 1868. Where should we have been as regarded our fleet had not that policy been pursued by Mr. Corry? (Hear.) It was the fashion at the time and shortly afterwards in the House and in the Press to decry the extravagance of the Conservative Government; but without that so-called extravagance would his predecessor have been able to effect the so-called economies of the Liberal Government? (Hear.) What had since been done in the way of ironclad building? Seven had been begun, of which the Cyclops, Hecate, Gorgon, Hydra, Devastation, and Rupert had been completed, while the Thunderer, though considerably advanced, would not at the present rate of progress be completed till October, 1875. His predecessor had bequeathed to him five more ironclads—the Superb, Fury, Shannon, Temeraire, and Inflexible, but the first three of these would be completed very late in 1876, the Temeraire in July, 1877, and the inflexible, which was only just commenced, in October, 1877. It had been said that the Conservative Government commenced a lot of ships and left them as a burden on their successors, so that the former could not take credit for them. He did not wish to claim any credit which was not due, but he had obtained a return of the gross tonnage of ships of all kinds built in different years. In 1866-7, under the programme of the Russell Government, it was 15,384 tons; in 1867-8, for which Mr. Corry was responsible, 33,701; in 1868-9, 26,291; in 1869-70, when notwithstanding a change of Government, there had been no great change of policy, 24,230; in 1870-1, 19,925; in 1871-2, 21,137; in 1872-3, 16,092; and in 1873-4, 17,320. Taking the tonnage of ironclads only, the figures for the successive years were 7,013, 12,448, 15,045, 18,769, 12,567, 10,678 4,798 and 4,050, showing a rapidly descending amount. As regarded the present strength of the Navy, especially the ironclad fleet which was its mainstay for fighting purposes, the extravagant Conservative Government might take credit for having added a very large part. The sums spent in building and repairing ships of all descriptions were in 1867-8 £2,236,000, in 1868-9 £2,316,000, in 1869-70, £1,833,000 in 1870-1, £1,344,000, in 1871-2, £1,719,000, in 1872-3, £1,456,000, and in 1873-4, £1,781,000, while the present proposal was to spend £1,888,000. The result of the policy which had been pursued had excited much interest, and had led to a discussion in another place, while his right hon. and gallant friend (Sir J. Hay) had intended to offer a motion before the House went into Committee, but had courteously deferred it, in order to save him the inconvenience of having to reply to it before introducing the Estimates. With a view to ascertain the present condition of the ironclad fleet, he had employed all the resources of the Admiralty establishment, and had obtained the assistance of the Controller of the Navy and of all the Sea Lords; not satisfied with which he had endeavoured to check their accounts by information from the Admirals in command of squadrons. He had accidentally been able to confer personally with one of them and go into detail as to state of his ships, while from the Admirals at different stations he had availed himself of opportunities, which he admitted were not very great, of getting valuable information. Pessimists might think his statement too flattering, while others might deem it too disparaging; but he had had no wish to exalt or depreciate our strength unduly. We had 55 ironclads, of which 41 were sea-going and 14 were adapted for harbour and coast defence. In the latter category he had included the Devastation; for though some authorities thought her fit for sea-going service, he shrank, after the sad warning furnished by another ship of novel construction, from placing her without further trial and advice among the seagoing ships. Wherever she was she was no doubt a powerful instrument of war, and the most extraordinary piece of mechanism which human ingenuity had ever devised. What is the condition of the sea-going ships? He thought the Committee would be prepared to hear after all they had read in the ordinary channels of communication, that the state of many of those ships not to put it too strongly, was anything but satisfactory. (Hear, hear.) The list of 41 included the five now building. With respect to the rest he must decline to give their names, however he might be pressed to do so. It was a very delicate matter to state to the public, British or foreign, the exact condition of every ship in the Navy. (Hear, hear.) Five ships were, as he had said, being built. There were nine others that were either obsolete or considered not worth repairing for sea-going purposes. That reduced the list to 27, and of these only 18 could be considered as effective in the proper sense for service during the present year. Fourteen out of the 18 were now serviceable and effective, and four were under repair, and would not be ready until August next. There were nine others which were not condemned, but which could not be considered as effective for the service of the year. Some of them were under repair, and these would not be ready until next year. There were some ships now undergoing a temporary refit, which when refitted could not be counted upon as good for more than a year. Of these three would be ready next year, and two, when out of hand, would be fit for one year—the sanguine said for a longer time, but the best authorities said but one year could be reckoned upon. Then there were four ships whose boilers were nearly worn out and which would require thorough repair. Such was the account he had to give of the sea-going ironclads according to the best information he could acquire. Then of the 114 which were adapted for harbour and coast defence only nine could be considered effective, of which number eight were complete and one was being built, and of the eight the Deva tation was one. The other five were not worth mentioning, and some of them were at distant stations where they served certain purposes, but from which they never could be brought home. Such, according to the best investigation he had been able to make, was the condition of the ironclad fleet. He had no doubt it was too sanguine a view for his right hon. friend (Sir J. Hay), and that it was too disparaging a view for some gentlemen opposite, but he offered it to the Committee as a moderate, and proper, and reasonable view to take of the case. (Hear, hear.) For his part he did not think, after the history he had given of the shipbuilding operations of the last few years, that any different result was likely to be exhibited He was more anxious, in consequence of the absence from among them of his right hon. friend Mr. Corry, than he otherwise would be to state the cost of the Naval Service since the year 1867-8 inclusive, because he wanted to show that that which had been called great economy was not and had been found not to be any real achievement of that nature. (Hear, hear.) In 1867-8 the aggregate votes were £10,976,253. [Sir J. Hay.—Including Abyssinian expenditure. Mr. Childers. —There was an excess vote of £340,000.] Well, he did not prepare the paper before him, and was quite prepared to take the fact to be as his right hon. friend stated. In 1868-9 the vote amounted to £11,157,290, but a correction of about £200,000 should be made in consequence of a different mode of keeping the accounts then and now, so that the sum voted really was nearly £11,000,000, the highest amount reached during the period to which he was calling attention, and that was the year for which his late right hon. friend Mr. Corry was responsible. It was stated that the Estimates of his late right hon. friend for the year were what the right hon. gentleman the member for Greenwich would call transitional estimates. It was admitted from that bench that if his late right hon. friend had remained in office the Estimates would have fallen by about £600,000, as the reduction did not depend upon any change of policy. He now came to the reduction which were made under the late Administration. Those reductions were, he supposed, the work of political necessity, because he did not wish to go into controversial matters. He had stated facts to the Committee, and he hoped in a manner which had not been at all unpalatable to right hon. gentlemen opposite. (Hear.) He supposed the reductions in question were the result of political necessity, because so much had been said about the extravagance of the last Conservative Administration and the enormous economies that could be affected by a Liberal Government coming into office, and those views of economy recommending themselves to the country, it was almost impossible not to make very considerable reductions in the Estimates as a matter, as he had said, of political necessity. (Hear.) Accordingly, the Estimates next year, 1869-70, instead of being nearly £11,000,000, were £9,996,000, or, in round numbers, £10,000,000. In 1870-1 they amounted to £9,370,000, the Estimates being artificially by £120,000 —to meet certain extra charges consequent upon monthly instead of quarterly payments. The real sum voted was £9,250,000—the lowest sum to which the Estimates fell during the period he was reviewing. Well, the great political necessity having passed away, the requirements of the Navy began to be taken into consideration (hear, hear), and they found that in the year 1871-2 the Estimates increased from £9,250,000 to £9,891,000. In the year 1872-3 they amounted to £9,532,000, and in 1873-4 they amounted to £10,004,675, so that the late Government, with a change at the Admiralty, found the necessity of retracing their steps and of spending more money on the Navy The proposal for this year was, as he had already explained, departmental only, they not having received the sanction of the late Cabinet, but the sum that the right hon. gentleman thought it would have been necessary for him to propose to his colleagues for the Naval Service for the present year was £10,170,000, and he wished to ask how much that was short of the sum taken by his late friend, Mr. Corry, after deducting the £600,000 by which it was admitted, after the change of Government, he would have reduced his Estimates for 1868-9. He had not made the calculation before, but the original amount being something under £11,000,000, after the £600,000 and the £200,000 to which he had referred had been deducted there would remain the sum of £10,350,000 as against the estimate of the right hon. gentleman for the present year of £10,170,000. (Hear, hear). He wished to know whether there could be a clearer indication of the policy of his late friend Mr. Corry than those figures exhibited. He did not wish to overstate anything in connexion with this subject, but there was no question that, even after making due allowance for the very considerable increase since 1868-9 in the amount of wages and the price of coal and iron and many other materials, the right hon. gentleman had raised his Estimates to nearly the level at which they were left by Mr. Corry. Having in view the statements he had just made to the Committee, he wished to ask whether the policy of Mr Corry and of the late Conservative Administration was one which ought to have been derided as extravagant and foolish and whether the so-called economical policy of the late Government had been really in the true interest of the Navy and the country. (Cheers.) He had felt it to be his duty to make this explanation in justice to the memory of his late friend Mr. Corry as well as in the public interest. (Hear, hear.) He wished to explain to the Committee the position in which he was placed with regard to these Estimates. The Committee were well aware of the extraordinary difficulties under which the Government had presented anything to the House during the early days of this Session. The time at which the dissolution of Parliament took place and the consequent change of Government left the incoming Administration so short a time to discharge its duties that he had found it impossible to revise the Estimates which had been prepared by his predecessor, except with regard to the point of the new armament of the Minotaur, the necessity for which was so obvious that he did not hesitate, after a few days, to sanction the necessary expenditure for it. But the question was, was he satisfied with the provision made for the Naval Service for the year? Representations had been made to him early on his accession to office that the provision was insufficient. He thought that it would be wrong of him in a hasty way to alter the figures which had been arrived at by his predecessor in his responsible position after the time he had had allowed him for the preparation of his Estimates, and he did not lightly estimate the responsibilities of a Minister when he placed his Estimates upon the table of that House,—and even now he did not feel that he was prepared at the present moment to make any proposal to the Committee in augmentation of those Estimates; He, however, felt bound to say that urgent appeals for further expenditure were made continually, and the demands which he did not see his way to refuse were daily pressed upon him, and that they were daily increasing. Representations were made to him from the responsible officer that the number of men taken for the dockyards was not sufficient to keep up the present establishments. With the assistance of his hon. friends beside him, the Financial Secretary and the Civil Lord, and of the members of the Board, he had gone into the system of reliefs established by the late First Lord, and although he was not prepared to dispute that that system might suffice for the present year, the right hon. gentleman himself would doubtless admit that it provided no margin, and that if a single important ship in that scheme came to an untoward end there was nothing whatever to take its place. In his opinion that was a state of things which was not satisfactory. (Cheers.) He had, however, thought it his duty to look into the question of reliefs for next year, and he would lay before the Committee the information he had obtained up to the present moment Bearing in mind what had come upon us in connexion with the worn out boilers, there would be, as far as he understood the matter, a *hiatus deflendus* in two of the squadrons which formed part of the establishment, taking it upon the present Estimate, considered sufficient by the late Administration. That was a very serious matter. (Hear, hear.) He was not in a position to make any proposal to the House at the present time, and, as he had already stated, the seriousness of disputing the Estimates of his predecessor weighed very much with him, because he knew that he had paid very great attention to the Navy, and because he could see that in his policy he was endeavouring to correct many of the evils which had resulted from the mistake and misconceived reduction (cheers); and therefore without very careful consideration, and without further examination, he should hesitate to announce to the Committee any proposition for additional demands upon the public purse. He could not, neither had he wished to, conceal from the Committee that he should have to submit to his colleagues in the Cabinet some further demands for the service for the year. (Cheers.) There had been an impression in some portion of the public mind that when a change of Government took place, what was called the old Tory notions of expenditure and of extravagance would be revived. He did not know what these old Tory notions were because he had never lived in those days, but he could say that his late official experience had been in a department where expenditure was very closely watched, where it was the special duty of the department to check extravagance in all the great spending departments; that he had come to the Admiralty with Treasury views, and that he should feel it his duty to regard with the most rigid scrutiny any proposals for increased expenditure. At the same time, however, if he saw that the exigency of the service required it he should not shrink from his duty in coming to that Committee and stating what he thought was necessary for the public service, and his reasons for thinking so. (Cheers.) As long as he remained at the Admiralty it must be understood that he did not mean to have a fleet on paper that whatever ships appeared as forming a part of the strength of the Navy must be real and effective ships and not dummies. (Cheers.) It was with that view that he had taken the office which he now held, and it was with that view that he had made the statement which he had had the honour of making to the Committee that night. (Cheers.) The right hon. gentleman concluded by moving the vote for £2,692,757 for wages for seamen and Marines.

PICKINGS FROM PUNCH

APRIL 25, 1874.

AN UPRIGHT SOVEREIGN.

"King Coffee signs the treaty, but is under an impression that the indemnity stipulated for was 5,500, not 50,000 ounces of gold."

Though a long face King Coffee pull,
He dubs up as he ought:
His treaty he performs in full,
Who from it leaves out nought!

NEAT AND APPROPRIATE.

We have to thank M. Adolphe Beau, the eminent photographer, for coloured photos of King Coffee's umbrella, open and closed. We can only say, "*C'est très beau.*"

"HAVING THE LAST WORD."

A Correspondent suggests that Echo's real answer to the question (propounded by the gentle craftsman in our last) "Where is the great Liberal Party?" must have been "*parti.*"

EUPHEMISTIC.

Tompkyns (who has swallowed a bad oyster).—"Hallo! What kind of oyster d'ye call that?" Opener.—"American, Sir."

Tompkyns—"Ah, thought so. Knew him directly by his 'twang.'"

DIFFICULTIES OF ART.

Fair Artist (to her Model).—"I want an easy, graceful and refined attitude, Mr. Scruff—A gallant young Prince, you know, asking a high-born damsel (whom he secretly loves) to be his partner in a gay Saraband. Try to realise the situation, Mr. Scruff."

[Mr. Scruff does try to realise the situation.

DRAMATIC REALISM.

The *Mirror* quotes a story to the effect that, at a San Francisco theatre, during the performance of a piece called the *Sea of Ice*, a current of cold air was let into the auditorium, to enable the spectators fully to appreciate the sensations of the actors. Where will the passion for stage realism end? Perhaps, by-and-by, we may come to real acting.

DEVOUTLY TO BE WISHED.

There was another bore seen running up the Severn last week, and a third is expected in August. How much happier we should all be, if bores would but confine themselves to the Severn!

THE LATE PAKINGTON'S LATEST.

When Sir Garnet Wolseley objected to the offer of a peerage that everyone would suggest for him the title of Lord Chasse-Cafe—"Pooh!" observed Lord Hampton; "as if it was appropriateness that suggested titles! Nobody calls me Lord Mal-a-Droitwich."

A NICE FIRM.—Since Lord G. Hamilton was appointed to the India Office, the two Members for Middlesex are familiarly known as "*Ind* and Coope."

SHORT AND SHARP.

The Earl of Pembroke, whose South Sea experiences (see "the Earl and the Doctor") quite qualify him to advise the Government on such a subject, when questioned on the expediency of accepting King Cacoban's offer, summed up the character of that much perplexed Sovereigns' subjects, black and white, in one word—Fiji-ty.

BANKS.

NATIONAL BANK OF INDIA (Limited)

CURRENT DEPOSIT ACCOUNTS.

Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.

FIXED DEPOSITS.

The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—

On Deposits, subject to 6 months' notice of withdrawal, 4 per cent.
Do do 12 do 5 "

EXCHANGE.

The Bank negotiates and collects Bills payable in London Calcutta, Madras, and Hongkong. It also grants drafts on London and on its Branches and Agencies at the Current Rates of Exchange.

By order of th Directors,
WM. A. BAKER, Manager.

Bombay, 17th October 1873.

THE AGRA BANK (LIMITED).

CAPITAL £1,000,000.

BOMBAY BRANCH.

CURRENT ACCOUNTS are kept, and interest allowed when the Credit Balance does not fall below Rs. 1,000.

DEPOSITS received for fixed periods on terms which may be learnt on application.

DRAFTS granted at the exchange of the day on London, Scotland, and the Bank's Agencies in the East.

CIRCULAR NOTES issued, negociable in the principal Places in Europe.

GOVERNMENT and other STOCKS and SHARES bought and sold and the safe custody of the same undertaken.

INTEREST, PAY and PENSIONS collected; and every oth r description of Banking Business and Money Agency transacted.

All Remittances should be made payable to the Agra Bank, Limited.

Bombay, February, 1874.

COMPTOIR D'ESCOMPTE DE PARIS,

HEAD OFFICE
PARIS.

SUBSCRIBED and PAID-UP CAPITAL £3,200,000
RESERVE FUND ..... £ 800,000

LONDON BANKERS:
THE UNION BANK OF LONDON.

CURRENT DEPOSITS.

INTEREST is allowed at TWO PER CENT. per annum on the minimum monthly balances up to Rupees One Lac.

DEPOSIT ACCOUNTS.

Interest at two and a half per cent. allowed on Deposits subject to seven days' notice of withdrawal up to Rs. One Lac.

Terms for ther Deposits may be obtained on application to the Bank.

Interest at 4 per cent. will be allowed on Deposits subject to 6 months' notice of withdrawa, and at 4½ per cent. on Deposits at 12 months' notice o withdrawal.

LOANS granted on French Rente and other approved Securities.

All remittances to be endorsed "PAY COMPTOIR D'ESCOMPTE DE PARIS, OR ORDER."

4, Rampart Row, W.

WINES, SPIRITS, BEER, &c.

FOR THE HOT SEASON.

FOR SALE, light sound HUNGARIAN WINES in 1 dozen Cases, *Red* and *White*, Rs. 15 and 18 each. Apply to the Godown Keeper of

A. C. GUMPERT.

28, Bombay Green, opposite the Custom House.

For Sale, at the Godowns of the Undersigned.

CUNLIFFE DOBSON & Co.'s

Champagne ..... at Rs. 40 per dozen.
Sherry ..... " 25 "

LARRONDE FRERES'

Margaux ..... " 12 "
Chateau Lafitte ..... " 20 "
Superior Old Cognac ..... " 25 "
Sauterne ..... " 15 "

COSSART, GORDON & Co.'s

Madeira in Hogsheads and Quarter Casks.

REMINGTON & Co

PRICE LIST of WINES, &c., for SALE at the GODOWNS of the Undersigned:—

STILL HOCKS—Marcobrunner	..	...Rs. 30 per doz.	qts.
Victoria Berg	...	... " 30	"
Laubenheimer	...	... " 25	"
Steinwein	...	... " 20	"
Liebfraumilch	...	... " 20	"
CLARETS—Chateau de Prands	...	... " 14	"
Chateau Leoville	...	... " 24	"
Chateau Lafite	...	... " 28	"
ITALIAN CLARET—in barrels of 50 Gallons and above, Rs. 100 each.			
Do. Bottled here	...	... " 6	"
BRANDIES—G. Martineau	...	... " 18	"

VOLKART BROTHERS,
Rampart Row, Fort.

Bombay, 27th January 1874.

NOTICE.

THE UNDERSIGNED have RECEIVED, EX S.S. PEKIN, a supply of—

CARTE BLANCHE CHAMPAGNE,
SIBADEY'S BRAND,
At Rs. 24 per dozen;
ALSO,
HALF-PINT CHAMPAGNE,
WACHTER'S BRAND,
In Hampers of 2 Dozen,
Rs. 27 per Hamper.
CUTLER, PALMER & Co.

FOR SALE.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

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